

Cabinet Agenda



Date: Tuesday, 4 October 2016
Time: 4.00 pm (please note new start time for this and future meetings)
Venue: Conference Hall - City Hall, College Green,
Bristol, BS1 5TR

Distribution:

Cabinet Members: Marvin Rees (Mayor), Councillors Mark Bradshaw, Clare Champion-Smith, Craig Cheney, Fi Hance, Claire Hiscott, Helen Holland, Paul Smith, Estella Tincknell (Deputy Mayor) and Asher Craig

Copies to Senior Leadership Team and the Council's Monitoring Officer

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Issued by: Ruth Quantock, Democratic Services
City Hall, Po Box 3167, Bristol, BS3 9FS
Tel: 0117 92 22828
E-mail: democratic.services@bristol.gov.uk
Date: Monday, 26 September 2016



Agenda

PART A - Standard items of business:

1. Welcome and introductions

2. Public Forum

Any member of the public or Councillor may participate in Public Forum.

Petitions, statements and questions received by the deadlines below will be taken when the relevant agenda item is reached at the meeting.

Petitions and statements (must be about matters on the agenda):

- Members of the public and members of the council, provided they give notice in writing or by e-mail (and include their name, address, and 'details of the wording of the petition, and, in the case of a statement, a copy of the submission) by no later than 12 noon on the working day before the meeting, may present a petition or submit a statement to the Cabinet.
- One statement per member of the public and one statement per member of council shall be admissible.
- A maximum of one minute shall be allowed to present each petition and statement.
- The deadline for receipt of petitions and statements for the 04 October Cabinet is **12 noon on Monday 03 October**. These should be sent, in writing or by e-mail to: Democratic Services, City Hall, College Green, Bristol, BS1 5TR
e-mail: democratic.services@bristol.gov.uk

Questions (must be about matters on the agenda):

- A question may be asked by a member of the public or a member of Council, provided they give notice in writing or by e-mail (and include their name and address) no later than 3 clear working days before the day of the meeting.
- Questions must identify the member of the Cabinet to whom they are put.
- A maximum of 2 written questions per person can be asked. At the meeting, a maximum of 2 supplementary questions may be asked. A supplementary question must arise directly out of the original question or reply.
- Replies to questions will be given verbally at the meeting. If a reply cannot be given at the meeting (including due to lack of time) or if written confirmation of the verbal reply is requested by the questioner, a written reply will be provided



within 10 working days of the meeting.

- The deadline for receipt of questions for the 04 October Cabinet is **5.00 pm on Wednesday 28 September**. These should be sent, in writing or by e-mail to: Democratic Services, City Hall, College Green, Bristol BS1 5TR.
Democratic Services e-mail: democratic.services@bristol.gov.uk

When submitting a question or statement please indicate whether you are planning to attend the meeting to present your statement or receive a verbal reply to your question

3. Apologies for Absence

4. Declarations of Interest

To note any declarations of interest from the Mayor and Councillors. They are asked to indicate the relevant agenda item, the nature of the interest and in particular whether it is a **disclosable pecuniary interest**.

Any declarations of interest made at the meeting which is not on the register of interests should be notified to the Monitoring Officer for inclusion.

5. Matters referred to the Mayor for reconsideration by a scrutiny commission or by Full Council

(Subject to a maximum of three items)

None on this occasion

6. Reports from scrutiny commissions

None on this occasion

7. Chair's Business

To note any announcements from the Chair



PART B - Key Decisions

8. Temple Quarter Spatial Framework

To consider the adoption of documents for use as material consideration in determining planning applications in the Temple Quarter area

(Pages 6 - 166)

9. Warm Up Bristol - Capital Loan Scheme

To enable a long term, accessible and sustainable loan mechanism to improve the energy efficiency of the domestic housing market – with no capital or revenue implications to the Council.

(Pages 167 - 219)

10. Long Ashton Park & Ride site - subsidy payment

To seek approval to cease subsidy payments to the operator of the Long Ashton Park & Ride site

(Pages 220 - 235)

11. Grant agreement for Hengrove Park and the Bottle Yard Studios

To a seek commitment to continue to operate and develop The Bottle Yard Studios in the medium term

(Pages 236 - 248)

12. Electoral Services specialist printing tender

To approve the procurement and tender of the Councils specialist election print services for four years from the 1st December 2016.

(Pages 249 - 258)

13. Treasury Management Annual report 2015/16

For noting

(Pages 259 - 273)

14. Business Rates Retention - Pilot (urgent item)

Report to be published as soon as available



PART C - Non-Key Decisions

15. Period 4 (end of July) Finance Report

To note progress on the Council's overall financial performance against revenue and capital budgets for the 2016/17 financial year that were approved by Council on the 16th February 2016 **(Pages 274 - 300)**





Executive Summary

Report title: Temple Quarter Spatial Framework

Wards affected: Citywide

Strategic Director: Zoe Willcox

Report Author: Julie Witham

Recommendation for the Mayor's approval:

That the Mayor approves the adoption of the following documents for use as material consideration in determining planning applications in the Temple Quarter area:

- Temple Quarter Spatial Framework
- BTQEZ Making People-friendly Streets and Spaces - A Public Realm Guide; and
- Sustainable Urban Mobility Plan.

Key background / detail:

a. Purpose of report:

The Temple Quarter Spatial Framework (TQSF) was subject to public consultation in Spring 2016, and was generally well-received. The document has now been updated to reflect feedback, with a view to the final document being adopted by Cabinet in October 2016.

b. Key details:

- Once adopted by cabinet the TQSF is intended to be used as a material consideration when determining planning applications in the Temple Quarter Enterprise Zone. It is referenced in Policy BCAP35 of the Bristol Central Area Plan (BCAP) (adopted March 2015).
- The TQSF has been consulted upon alongside two companion documents, the Sustainable Urban Mobility Plan (SUMP) and the Public Realm Guide. Feedback is set out in the draft Statement of Community Involvement which has been provided as an appendix. Officer's proposed response to consultation is summarised below:
- **Development layout and form** – No significant changes proposed despite requests to both increase and decrease heights, other than Bath Parade (City Point) where it has been remodeled at a height of 7-9 stories.
- **Land use** – Opportunities for a greater proportion of residential floorspace has been explored resulting in housing targets rising from 2200 dwellings (as identified in BCAP) to 2550 dwellings. This reflects the growing need to deliver more housing in the city, and to ensure that Temple Quarter becomes a lively mixed community, with a proportion of family housing. The need for affordable housing and community infrastructure including schools has been recognised.
- **Transport** – Plans have been updated to reflect the latest position in respect to the Arena and Temple Gate projects, as well as an emerging idea to introduce buses along Avon Street/Albert Road. More detailed issues raised in connection to Temple Meads Station will need to be addressed through Network Rail's proposed Station Masterplan in due course. Widely held concerns about shared space will need to be addressed on an individual scheme level and referring to emerging guidance currently being prepared by Bristol City Council. Additional guidance on 'way-finding' has been prepared, showing how interchange and movement can be better supported in Temple Quarter. The request to provide a protected corridor for a future rapid transit scheme along The Friary was rejected as there are no proposals for rapid transit in this location and the route is not safeguarded in the Local Plan.

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- **Parking** - Although suggested parking levels for employment uses were well received, concerns were expressed that they may be too restrictive. The advised parking standard is based on extensive modelling and research; we therefore are not proposing any changes. However, further work is planned to respond to a suggested need for a residential parking standard for the BTQEZ. This will not be included in the 2016 version of the SF but may be added to a future update.
 - **Environmental design and construction** – The section on Heat Networks has been redrafted and will incorporate guidance on a range of environmental measures, as well as clarifying environmental performance standards.



Cabinet

4 October 2016



Report Title: *Approval of Temple Quarter Spatial Framework*

Ward: *Citywide*

Strategic Director: *Barra Mac Ruairi, Strategic Director Place*

Report Author: *Julie Witham, Principal Urban Designer*

Contact telephone no. & email address *0117 9224289
Julie.witham@bristol.gov.uk*

Purpose of the report:

This report is to gain Cabinet approval for the adoption of the 'Bristol Temple Quarter Spatial Framework' as a material consideration for use in determining planning applications in the Temple Quarter area, and the approval for two supporting documents:

- BTQEZ Making People-friendly Streets and Spaces - A Public Realm Guide
- Sustainable Urban Mobility Plan.

Recommendation for the Mayor's approval:

That the Mayor approves the adoption of the following documents for use as material consideration in determining planning applications in the Temple Quarter area:

- Temple Quarter Spatial Framework
- BTQEZ Making People-friendly Streets and Spaces - A Public Realm Guide; and
- Sustainable Urban Mobility Plan.



The proposal:

The proposal:

1. Background to Temple Quarter Spatial Framework

- 1.1. The Spatial Framework will provide a tool to guide and shape the physical layout of the Temple Quarter area. This is a non-statutory planning document for use in determining planning applications. It is referenced in Policy BCAP35 of the Bristol Central Area Plan (adopted March 2015).
- 1.2. The Spatial Framework has been in preparation with key stakeholders and public since 2012 when the Temple Quarter area was designated by Central Government as an Enterprise Zone.
- 1.3. The 70 hectares Enterprise Zone lies on the eastern edge of the city centre with a core area around the Temple Meads mainline railway station (see Appendix 1: map of the Temple Quarter Enterprise Zone).
- 1.4. The emerging Spatial Framework has been proactively used in a number of ways in recent years including promoting development opportunities to investors, securing funding to deliver upfront infrastructure investment, and providing a briefing tool for the competition to design an arena.
- 1.5. The following companion documents have been prepared alongside this Spatial Framework to be used as support documents:
 - **BTQEZ Making People-friendly Streets and Spaces - A Public Realm Guide** (Bristol City Council, 2016). This sets out the vision for the public realm in the BTQEZ and the qualities it must achieve.
 - **Sustainable Urban Mobility Plan** (Bristol City Council, 2016) The SUMP is a strategic transport plan that focusses on how a combination of infrastructure, policy and behavioural change measures will encourage sustainable travel to, and within, the Enterprise Zone.

2. The ambition for the Temple Quarter Enterprise Zone

- 2.1 Bristol Temple Quarter Enterprise Zone is a unique opportunity to shape a new city quarter that supports the economic wellbeing of the city and wider sub region. It is also an opportunity to shape quality places for people through good planning and design that reflect Bristol's distinctiveness, entrepreneurship, innovation, culture and Green Capital status.
- 2.2 The Enterprise Zone was set up to support the growth of the city region's economy and aims to attract 17,000 jobs by 2037. It offers the potential to create a new quarter which includes a new arena and rejuvenated Temple Meads station. Connectivity, an improved public realm and good place making are keys to achieving growth and attracting businesses to the BTQEZ and creating a place in which people want to live and work.
- 2.3 The area includes a range of development sites (a significant number of which are in public ownership), 3km of waterways (harbour, canal and river), and Temple Meads Station – a major transport interchange comprising internationally important heritage buildings. The area is close to the retail, cultural and leisure opportunities in the city centre. Bristol City Council is investing in major site acquisitions to enable high quality development to come forward.
- 2.4 Network Rail plan major future investment at Temple Meads station including electrified rail services between Bristol and London by 2019, reducing journey time to 1 hour 20 minutes.

- 2.5 The Bristol Arena, a 12,000 seat entertainment venue, will open in the centre of the Enterprise Zone in 2018.
- 2.6 Through central government and HCA support investment in infrastructure will improve physical connectivity to and within the zone, including improvements to pedestrian, cycling and public transport links.
- 2.7 Investment in superfast broadband will enhance digital connectivity and energy infrastructure will provide access to efficient energy supplies.

3. Contents and structure

- 3.1 The Spatial Framework outlines the ambitions and aspirations for Temple Quarter. Extracts from the document can be found in the Appendices to this report. The document is structured as follows:

Section 1 – Introduction - key drivers that will shape the Enterprise Zone - steps being taken to simplify the planning process for investors and developers - what the Spatial Framework is – and what it is not – and what its main purpose is.

Section 2 – Existing Context - analysis of the baseline facts - physical, economic and social information - the ‘Inherited Environment’ - key issues affecting the Zone – planning context, existing consents, opportunity sites, policy - Temple Meads interchange - summary of challenges and opportunities.

Section 3 – The Framework - a liveable urban quarter by design - placeshaping approach - plan guidance

Section 4 - Scenario testing: key development projects - visualising the Spatial Framework using the 3D model and artist impressions

Section 5 – Delivering quality places - phasing of development and infrastructure - partnership working - major schemes service - expanding the Enterprise Zone (EZ).

4. Policy Context

- 4.1 Bristol City Council Planning will support the creation of a vibrant and sustainable quarter through the provision of a simplified and enhanced planning process, supported by policy and the Spatial Framework. Enterprise Zone designation requires a simplified planning process, to create certainty around the planning process, reducing timescales to achieve planning consent, and establishing clear parameters around amount and type of development considered acceptable.
- 4.2 The Spatial Framework reflects existing statutory planning policy, which is provided through the Bristol Local Plan. Key documents relevant to the Enterprise Zone are:
 - The Core Strategy – adopted June 2011
 - The Bristol Central Area Plan (BCAP) – adopted March 2015
 - The Site Allocations and Development Management Policies - adopted July 2014
- 4.3 Policy BCAP35 states that the layout, form and mix of uses should contribute to delivering the vision for Bristol Temple Quarter and, in doing so, have regard to the Spatial Framework. Ultimately BCAP provides the policy content and the Spatial Framework the more detailed spatial planning guidance.

- 4.4 The Avon Riverside area east of the Diesel Depot falls outside the area covered by BCAP35. The Site Allocations and Development Management Policies provide the policy context for these sites.
- 4.5 Other non-statutory documents which will inform the development of Temple Quarter and its integration and connection with the city centre, include the Draft Public Realm and Movement Framework (2012) and the Sustainable Urban Mobility Plan (2015). These documents set out a proposed programme of interventions in city centre movement and public realm.

Consultation and scrutiny input:

A six week formal consultation on the Spatial Framework and two companion documents, the Sustainable Urban Mobility Plan (SUMP) and the Public Realm Guide, took place between 3rd March and 14th April 2016. Details of the consultation can be found in an accompanying Statement of Community Involvement which has been provided as an appendix.

A primary aim of this consultation was to collect feedback from key stakeholders and members of the public, and this feedback informed the further development of the document. It also tied into previous public consultations on key projects in the Enterprise Zone, including the Bristol Arena, Temple Gate and Temple Greenways.

The consultation was widely publicised through a range of methods, including local postcard distribution; local media; a dedicated webpage; public and stakeholder events; social media and newsletters; public digital signage; and information at libraries. There was also a series of internal and external briefings on the Spatial Framework:

a. Internal consultation:

- 21.12.2015 - Presentation to key officers
- 13.01.2016 – Place Leadership Team briefing
- 20.01.2016 – Mayoral briefing
- 26.01.2016 – Exec Board briefing
- 17.02.2016 – Transport Officer briefing
- 08.03.2016 – Members’ briefing
- 09.03.2016 – Neighbourhood Partnership Co-ordinators’ briefing
- 14.07.2016 - Place Scrutiny briefing
- 11.07.2016 – Cabinet Member briefing
- 17.08.2016 – Place Leadership Team briefing
- 30.08.2016 – Strategic Leadership Team briefing
- 01.09.2016 – Mayoral briefing
- 05.09.2016 – Cabinet Member briefing

b. External consultation:

- 21.12.2015 - Presentation to Partners (*Network Rail, Homes and Communities Agency, Historic England*)
- 07.01.2016 - BTQEZ Board briefing
- 07.03.2016 – Bus operators briefings
- 08.03.2016 – Taxi company briefings
- 03.03.2016 – Press briefing
- 14.03.2016 – Stakeholder briefing
- 14.03.2016 – Public briefing
- 04.03.2016 – West of England Transport Scrutiny briefing
- 12.04.2016 – Business West briefing
- 15.03.2016 – Equalities group circulation

31.03.2016 – Statutory consultees (screening opinion for Strategic Environmental Assessment)
 01.09.2016 – EZ Strategic Director’s Board briefing

The Spatial Framework was presented to Scrutiny members on 14 July 2016. Issues were raised about the following:

- The future of the adjacent St Philips Marsh area as an employment zone;
- A desire for routes and spaces within the EZ to be accessible and public;
- Concerns about the privatisation of Bristol Temple Meads Station;
- Concerns about traffic impacts on surrounding communities; and
- Concerns about the effect of a new commercial centre on the city centre and existing Hubs.

Public and stakeholder events were well attended and provided an opportunity for informed discussion. 72 people submitted their views via the survey and 24 letters were received (primarily from local amenity groups, landowners and statutory consultees). Almost all respondents had significant ties to the Enterprise Zone, either through working or living in it, visiting or passing through it on a regular basis, owning property in the area or looking to invest in it in the future.

The majority of respondents were supportive of the need for a Spatial Framework and the objectives and approach it set out. Responses were tailored to the relevant sections of the document. Some areas for further development became apparent through the collation of responses, and are discussed below, and a more detailed summary of key issues and responses can be found in the Statement of Community Involvement.

Key issues raised on the Spatial Framework:

Building heights

Issue: Whilst the majority of survey respondees were supportive of the building heights being proposed, land owners generally wanted the ability to build higher (particularly in the Silverthorne Lane area) and organisations such as the Bristol Civic Society and had concerns that buildings were too high in certain locations. Historic England was particularly concerned about the impact of development adjacent to Temple Meads Station, and long-range views to St. Mary Redcliffe Church. *Response:* Following further visual assessment work to consider concerns which were raised, we are confident that the development form guidelines provided are robust and allow for the most intense development form possible without causing harm to the area’s historic assets. However, a proposal for a tall building along Bath Parade (BCC owned site directly opposite Temple Meads Station on Temple Gate) has been reduced in height so that it will not have a negative impact on the view to St. Mary Redcliffe Church from Prince Street Bridge. Furthermore, text has been strengthened to clarify that future development around Temple Meads Station should not appear above the roofline of the station complex when viewed from the station ramp.

Land use

Issue: General support was shown for proposed land uses but a high proportion of those who responded wanted more residential use. Clarification was also sought on the type of housing, its affordability, and its location by respondents. There were requests that a broader range of jobs should be promoted within the EZ, not just office jobs, with opportunities for small and independent businesses, as well as requests for local facilities including shops and community facilities (such as schools and doctors’ surgeries).

Response: Opportunities for a greater proportion of residential floorspace have been explored which has resulted in housing targets rising from 2200 dwellings (as identified in BCAP) to 2500 dwellings. This reflects the growing need to deliver more housing in the city, and to ensure that Temple Quarter becomes a lively mixed community, with a proportion of family housing. This will facilitate an element of residential development at most locations in the EZ, enhance the potential for development viability and discourage single use areas being created. Reference to adopted housing policy has been added in respect to affordable housing provision (Policy BCS17 of the Core Strategy and Policy DM3 of the Site Allocations and Development Management Policies). Guidance has also been strengthened with respect to aspirations for employment and community facilities. The need for a secondary school (and potentially a primary school) in or close to Temple Quarter is added.

Historic Assets

Issue: Requests for greater flexibility in respect to the reuse and adaptability of heritage assets (both listed and non-listed) in Silverthorne Lane (issues raised by property agents), and conversely amenity group requests for greater protection for listed and non-listed historic assets.

Response: Retention and re-use of the area's historic assets is an important component of the Spatial Framework. The Heritage Assessment that accompanies the Spatial Framework provides a rigorous analysis of the historic fabric of the area, and the Spatial Framework remains committed towards delivering an innovative regeneration of this area which capitalises on the appropriate retention and re-use of its distinctive heritage assets. The Spatial Framework is considered to provide the appropriate balance between protection of heritage assets and opportunities for reuse and adaptation, consistent with national planning policy and legislation.

Heating Networks/Environmental Performance

Issue: Strong support for the provision of heat networks. However, the development community sought greater certainty over phasing, and greater flexibility over meeting environmental performance standards. Sustainability practitioners wanted greater recognition of a range of environmental concerns and the range of measures that could address these concerns.

Response: Section on Heat Networks to be retitled as 'Environmental Design and Construction', and this will incorporate guidance on a range of environmental measures, as well as clarifying environmental performance standards.

Streets and spaces

Issue: One of the most prominent themes arising from responses to the Spatial Framework survey was access for the disabled (physical and otherwise) and those with limited mobility. This was seen as a priority, and perceived to be currently under-represented in the Framework. Also, there was a concern that insufficient public open space is being promoted, streets and spaces were not sufficiently 'green', and that no play spaces were being promoted.

Response: The Local Plan sets out the council's approach to open space provision; proposals would be expected to comply with Local Plan policy. The Spatial Framework promotes the creation of an additional 4ha public space, improving a significant amount of existing space and opening up and reanimating 1ha of historic yard spaces. It also identifies green spaces just outside the EZ which should be improved to support the new community (Spark Evans Park and St. Mary Redcliffe Cemetery). The guidance has been strengthened to include aspiration to increase tree coverage by 50%, place greater emphasis on accessibility for people with mobility difficulties and to propose opportunities for formal and informal play spaces within Temple Quarter near Totterdown Basin and Avon Street Market.

Shared vs segregated space for pedestrians and cyclists

Issue: Although the proposals for improved and increased cycle routes and facilities were well received, many respondents felt that the use of shared pedestrian/cycle routes should be completely avoided, with shared use seen as being particularly problematic on busy commuter routes (such as Bath Road and Temple Gate).

Response: Whilst the Framework sets out the strategic aspirations for the pedestrian and cycling route networks, it does not prescribe whether these routes are shared or segregated – this more detailed issue will need to be addressed for individual public realm projects at the detailed design stage, drawing on emerging guidance on shared space policy currently being prepared by Bristol City Council.

Public transport and station improvements

Issue: Majority of responses expressed support for the various potential improvements outlined, albeit with some concerns about the location of bus stops and taxi ranks and the interchange between them.

Response: The Spatial Framework will be updated to reflect the latest proposals for the Arena. However, more detailed concerns about the station (including The Friary) will need to be addressed through Network Rail's Station Masterplan. The plans have been updated to show a potential new bus route and stops along Avon Street and Albert Road. Additional guidance on 'way-finding' has been prepared, showing how interchange and movement can be better supported in Temple Quarter. The request to provide a protected corridor for a future rapid transit scheme along The Friary was rejected as there are no proposals for rapid transit in this location and the route is not safeguarded in the Local Plan.

Parking

Issue: Although suggested parking levels for employment uses were well received, concerns were expressed that they may be too restrictive.

Response: The advised parking standard is based on extensive modelling and research; we therefore are not proposing any changes. However, further work is planned to respond to a suggested need for a residential parking standard for the BTQEZ. This will not be included in the 2016 version of the SF but may be added to a future update.

Inclusivity

Issue: The Spatial Framework was criticised for including very few images of Black, Asian and Minority Ethnic communities, older people, children or people using a stick or wheelchair.

Response: Additional images have been included

Key issues raised on the Sustainable Urban Mobility Plan:

Issue: There was a high level of support for the approach and proposals, but some concerns were raised over advised levels of parking for the area. Some respondents also believed that the document did not place sufficient emphasis on safeguarding the needs of vulnerable road users, while a number of comments (from both pedestrians and cyclists) also stressed the need for segregated cycle facilities to avoid conflict between road users.

Response: As outlined in the SUMP the advised parking standard for businesses in the Enterprise Zone is set at 1 space per 600m². This advised level of parking for the BTQEZ is derived from a number of factors including:

- Extensive modelling of the number of additional vehicles that can be accommodated on the highway network resulting from additional development in the BTQEZ
- Comparative maximum parking standards used in London and the Core Cities
- The location of the BTQEZ in terms of access to sustainable travel alternatives

- Evidence from businesses already established in the BTQEZ
- Consistency with the council's Central Area Plan policy on city centre parking levels

Further work is planned to respond to a suggested need for a residential parking standard for the BTQEZ. This will not be included in the 2016 version of the SF or SUMP but may be added to a future update.

With regard to comments relating to vulnerable road users, individual highway interventions within the BTQEZ will be subject to rigorous Equality Impact Assessments which will ensure that the needs of vulnerable users are built into the design of schemes. A note on the accessibility of the BTQEZ by vulnerable groups has been added to the list of SUMP objectives. Finally in response to comments on segregated cycle lanes, the SUMP does not prescribe whether cycle routes within the BTQEZ are shared or segregated – this more detailed issue will be addressed at individual scheme level drawing on emerging guidance on shared space policy currently being prepared by Bristol City Council.

Key issues raised on the Public Realm Guide:

Issue: There was a high level of support for the seven public realm qualities proposed. The key concerns related to the promotion of shared space and access for those with mobility issues.

Response: The Public Realm Guide's position on shared space has been made clearer, referencing guidance currently being prepared by Bristol City Council. The document has been strengthened to provide a greater emphasis on disabled access.

Other options considered:

No other options have been considered. The adopted Bristol Central Area Plan states that the Spatial Framework will provide a planning and design framework which seeks to deliver the vision for the area. In order to comply with that plan, development is expected to have regard to the Spatial Framework.

Risk management / assessment:

FIGURE 1							
The risks associated with the implementation of the (subject) decision :							
No.	RISK Threat to achievement of the key objectives of the report	INHERENT RISK (Before controls)		RISK CONTROL MEASURES Mitigation (i.e. controls) and Evaluation (i.e. effectiveness of mitigation).	CURRENT RISK (After controls)		RISK OWNER
		Impact	Probability		Impact	Probability	
1	The Local Plan indicates that a Spatial Framework for the area will be prepared. No risks associated with the implementation of the decision have been identified.						

FIGURE 2					
The risks associated with <u>not</u> implementing the (subject) decision:					

No.	RISK Threat to achievement of the key objectives of the report	INHERENT RISK		RISK CONTROL MEASURES Mitigation (i.e. controls) and Evaluation (i.e. effectiveness of	CURRENT RISK		RISK OWNER
		(Before controls)			(After controls)		
		Impact	Probability		Impact	Probability	
1	Failure to adopt guidance would result in uncertainty for investors and undermine the ability of the Planning Service and City Transport to deal proactively with planning inquiries, lengthening the route to securing planning permission and resulting in more unsuccessful applications	High	High	Continued reliance on policies within the Bristol Central Area Plan	High	Medium	Strategic Director Place

Public sector equality duties:

The BTQEZ Spatial Framework sets out how key urban design principles should be incorporated into new development within the Enterprise Zone and supports and provides context for a range of policies in the Bristol Local Plan. Given the size of the Enterprise Zone and the scale of development envisaged the document will affect all communities who live and work within the area, both now and in the future, and all communities who visit the area. As such the content of the document will be relevant to the Public Sector Equality Duty and for this reason an EqIA of the BTQEZ Spatial Framework is required.

The Framework is seeking to create a high quality distinctive and sustainable working, living and leisure environment connected to a 21st century transport interchange with greatly improved pedestrian, cycling and public transport infrastructure. This will deliver economic and environmental benefits to all users of the area but also social benefits, in particular improvements to the physical and mental health and well-being of individuals, the creation of better opportunities for social interaction, supporting the creation of stronger more inclusive communities and helping to achieve a higher quality of life. In this way the TQEZ Spatial Framework is seeking to realise a key requirement of the Public Sector Equality Duty - to promote equality of opportunity.

The assessment has not identified any substantive equalities issues. The assessment has identified mostly positive impacts for people with protected characteristics with many elements of The Framework actively seeking to advance equality of opportunity and to foster better relations between different sectors of the community. The Framework would not result in discrimination against any particular protected characteristics.

The Framework will be monitored by the Council on an on-going basis. Continuing engagement with Enterprise Zone Partners and key stakeholders, including equalities groups will be required. Formal monitoring of Local Plan policies relevant to the implementation of The Framework will be undertaken through the Authority's Monitoring Report.

Eco impact assessment

Because of the large number of potential environmental impacts associated with the development on a large area, this assessment will cover key impacts only. In addition, A Strategic Environmental Assessment (SEA) screening was carried out by ARUP, which found that the environmental impacts were not significant enough to require a full assessment to be conducted.

The suite of framework documents covers the design and build of developments to connect to the council's adjacent heat network, achieve BREEAM Excellent, and be resilient to minor flooding. It also covers the intent to design buildings, green spaces, public spaces, and transport routes and links to

enhance a sense of place and encourage modal shift and unbroken wildlife corridors. There are targets linked to transport improvements.

The planning process should also require key measures not specifically mentioned in the suite of framework documents: buildings will ideally be designed and constructed to require minimal heating and cooling and maintain a steady internal temperature when maximum outside daytime temperatures are above 30°C for five days or more, due to predictions of increasing summer temperatures and more frequent heatwaves. During building works, site waste management plans, nuisance avoidance plans, traffic management and air quality management plans will also be required, as will any measures necessary to avoid disturbing any protected species on greenfield habitats (including the use of external lighting) and to manage any contamination of ground discovered. Any schools built within the zone should follow the council specifications for schools document produced by the Sustainable City and Climate Change Team.

There will be some harmful environmental impacts associated with building works, but the framework documents, along with favourable location and transport links have the potential to provide accommodation with lower environmental impacts than alternative developments

Resource and legal implications:

Finance

a. Financial (revenue) implications:

The cost associated with the production of the Temple Quarter Spatial Framework is contained within the City Design Service's budget in the absence of additional funding.

Advice given by Tian Ze Hao / Finance Business Partner
Date 17/08/2016

b. Financial (capital) implications:

No capital commitments are made as part of the Temple Quarter Spatial Framework and related documents.

The Framework will provide guidance to existing and prospective investment in the Enterprise Zone (EZ) throughout the designation period to 2037. One of the fundamental principles of EZ designation is the ability to capture projected business rate growth within the designated area and to facilitate the funding of major development and infrastructure projects within the EZ. The Temple Quarter Spatial Framework will promote greater certainty to support the Council's economic, social and environmental objectives for the EZ and surrounding neighbourhoods.

Advice given by Tian Ze Hao, Finance Business Partner
Date 17/08/2016

Comments from the Corporate Capital Programme Board:

c. Legal implications:

The preparation and consultation in relation to the Temple Quarter Spatial Framework demonstrates that the framework is intended to provide an additional tool to shape and guide development in the Temple Quarter Enterprise Zone area and it provides guidance that is ancillary to and supportive of the adopted local plan policy set out in BCAP 35.

S70 of the Town and Country Planning Act 1990 requires that when Local Planning Authorities determine planning applications they shall have regard to the provisions of the development plan so far as it is material to the application and to any other material considerations. This approach ensures the primacy of the adopted development plan in the decision making process.

The Temple Quarter Spatial Framework is non-statutory guidance and forms no part of the adopted development plan. The framework has been through a consultation process – as set out in this report- and this is commensurate with its status as a non-statutory document. The adoption of the Framework will mean that it can be considered as a material consideration in any development control decision, but given its non-statutory status, less weight can be attached to it than local plan policies that have been through more detailed oversight and scrutiny as part of the local plan process.

Advice given by **Joanne Mansfield, Team Leader, Legal (Place)**
Date **5 July 2016**

d. Land / property implications:

The Spatial Framework is a key element of bringing forward development of the BTQEZ. This will promote the physical and economic development of BTQEZ and the city. A considerable number of individual sites and properties are identified for development in the framework. A significant proportion of the sites are in public ownership.

The City Council has acquired several key sites and properties within the zone to enable development to be achieved. The planning and design framework which seeks to deliver the vision for the area brings similar increased certainty to the sites in Council ownership as it does to others in the zone.

Advice given by **Robert Orrett, Service Director, Property**
Date **4 July 2016**

e. Human resources implications:

There are no HR implications

Advice given by **Mark Williams, HR Business Partner**
Date **10 August 2016**

Appendices:

Appendix 1: map of the Temple Quarter Enterprise Zone.

Appendix 2: Temple Quarter Spatial Framework

Appendix 3: Sustainable Urban Mobility Plan

Appendix 4: Making People Friendly Streets and Spaces – A Public Realm Guide

Appendix 5: Temple Quarter Spatial Framework - Statement of Community Involvement

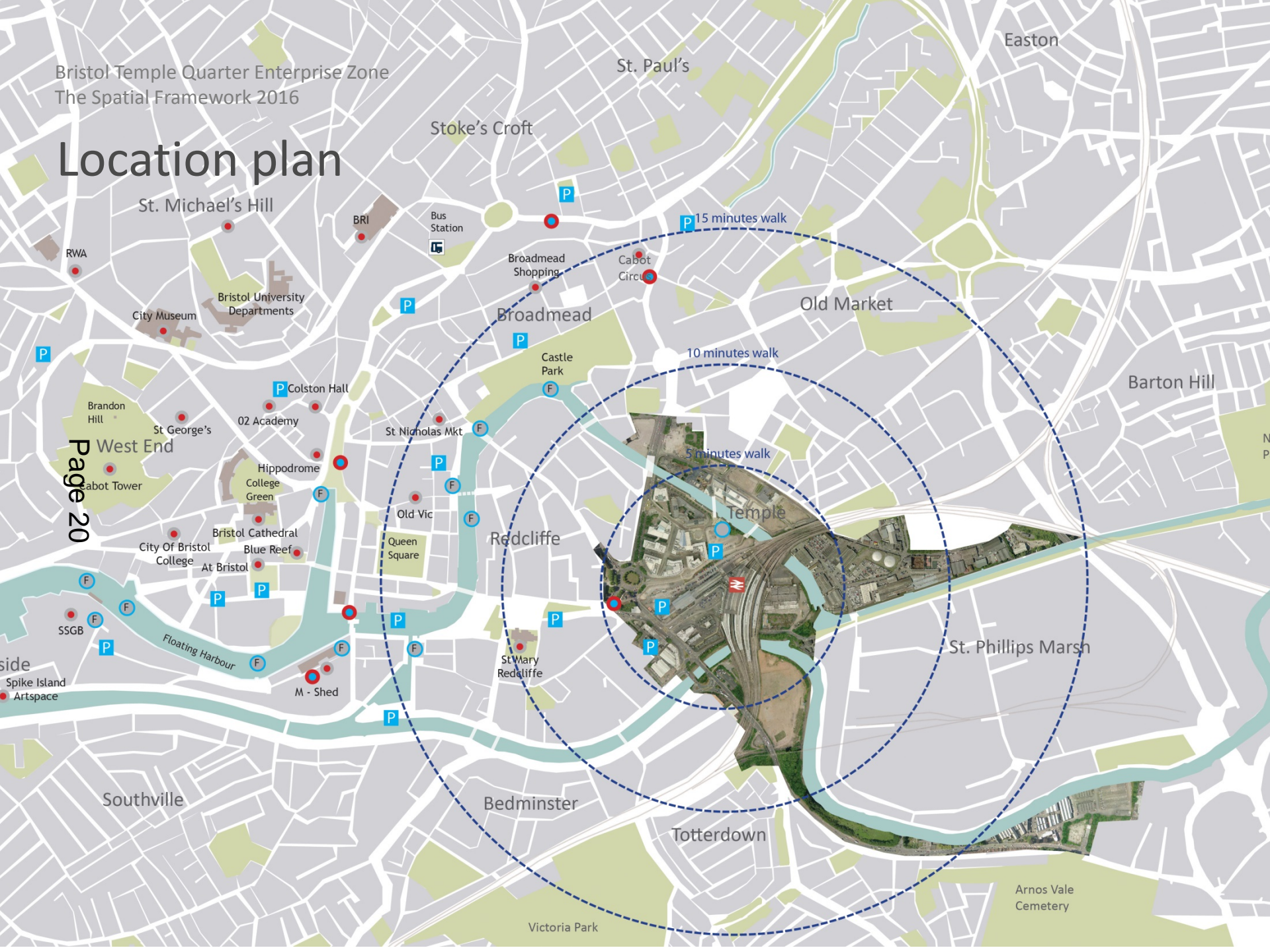
Appendices 2 - 4 above will be available from 26 September 2016 at the following location:

<http://www.bristoltemplequarter.com/spatialframework>

Background Paper A: Temple Quarter Spatial Framework – Equalities Impact Assessment

Background Paper B: Temple Quarter Spatial Framework – Eco Impact Assessment

Location plan



Bristol Temple Quarter Spatial Framework

Statement of Community Involvement

August 2016



CITY DESIGN
PLACE DIRECTORATE

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1.0 Executive Summary

Bristol Temple Quarter Enterprise Zone was set up in 2012 and is one of the largest urban regeneration projects in the UK. It spans 70 hectares with Bristol Temple Meads station at its centre and is home to rapidly growing clusters of businesses in the creative, digital, hi-tech and low carbon sectors.

This report describes the approach taken to engage and consult with individuals and organisations on the Bristol Temple Quarter Spatial Framework and two supporting documents: the 'Sustainable Urban Mobility Plan' (SUMP) and the 'BTQEZ Making People-friendly Streets and Spaces - A Public Realm Guide'.

This report also includes a summary of the feedback received through the consultation, the council's responses to the main themes that emerged and the ways in which the documents will be updated. This is summarized below:

1.1 Key issues raised on the Temple Quarter Spatial Framework

Building heights

Issue: Whilst the majority of survey respondents were supportive of the building heights being proposed, land owners generally wanted the ability to build higher (particularly in the Silverthorne Lane area) and organisations such as the Bristol Civic Society and had concerns that buildings were too high in certain locations. Historic England was particularly concerned about the impact of development adjacent to Temple Meads Station, and long-range views to St. Mary Redcliffe Church.

Response: Following further visual assessment work to consider concerns which were raised, we are confident that the development form guidelines provided are robust and allow for the most intense development form possible without causing harm to the area's historic assets. However, a proposal for a tall building along Bath Parade (BCC owned site directly opposite Temple Meads Station on Temple Gate) has been reduced in height so that it will not have a negative impact on the view to St. Mary Redcliffe Church from Prince Street Bridge. Furthermore, text has been strengthened to clarify that future development around Temple Meads Station should not appear above the roofline of the station complex when viewed from the station ramp.

Land use

Issue: General support was shown for proposed land uses but a high proportion of those who responded wanted more residential use. Clarification was also sought on the type of housing, its affordability, and its location by respondents. There were requests that a broader range of jobs should be promoted within the EZ, not just office jobs, with opportunities for small and independent businesses, as well as requests for local facilities including shops and community facilities (such as schools and doctors' surgeries).

Response: Opportunities for a greater proportion of residential floorspace are being explored which could see housing targets rise from 2200 dwellings (as identified in BCAP) to 2550 dwellings. This reflects the growing need to deliver more housing in the city, and to ensure that Temple Quarter becomes a lively mixed community, with a proportion of family housing. This will facilitate an element of residential development at most locations in the EZ, enhance the potential for development viability and discourage single use areas being created. Reference to adopted housing policy has been added in respect to affordable housing provision (Policy BCS17 of the Core Strategy and Policy DM3 of the Site Allocations and Development Management Policies). Guidance has also been strengthened with respect to aspirations for employment and community facilities. The need for a secondary school (and potentially a primary school) in or close to Temple Quarter is added.

Historic Assets

Issue: Requests for greater flexibility in respect to the reuse and adaptability of heritage assets (both listed and non-listed) in Silverthorne Lane (issues raised by property agents), and conversely amenity group requests for greater protection for listed and non-listed historic assets.

Response: Retention and re-use of the area's historic assets is an important component of the Spatial Framework. The Heritage Assessment that accompanies the Spatial Framework provides a rigorous analysis of the historic fabric of the area, and the Spatial Framework remains committed towards delivering an innovative regeneration of this area which capitalises on the appropriate retention and re-use of its distinctive heritage assets. The Spatial Framework is considered to provide the appropriate balance between protection of heritage assets and opportunities for reuse and adaptation, consistent with national planning policy and legislation.

Heating Networks/Environmental Performance

Issue: Strong support for the provision of heat networks. However, the development community sought greater certainty over phasing, and greater flexibility over meeting environmental performance standards. Sustainability practitioners wanted greater recognition of a range of environmental concerns and the range of measures that could address these concerns.

Response: Section on Heat Networks to be retitled as 'Environmental Design and Construction', and this will incorporate guidance on a range of environmental measures, as well as clarifying environmental performance standards.

Streets and spaces

Issue: One of the most prominent themes arising from responses to the Spatial Framework survey was access for the disabled (physical and otherwise) and those with limited mobility. This was seen as a priority, and perceived to be currently under-represented in the Framework. Also, there was a concern that insufficient public open space is being promoted, streets and spaces were not sufficiently 'green', and that no play spaces were being promoted.

Response: The Local Plan sets out the council's approach to open space provision; proposals would be expected to comply with Local Plan policy. The Spatial Framework promotes the creation of an additional 4ha public space, improving a significant amount of existing space and opening up and reanimating 1ha of historic yard spaces. It also identifies green spaces just outside the EZ which should be improved to support the new community (Spark Evans Park and St. Mary Redcliffe Cemetery). The guidance has been strengthened to include aspiration to increase tree coverage by 50%, place greater emphasis on accessibility for people with mobility difficulties and to propose opportunities for formal and informal play spaces within Temple Quarter near Totterdown Basin and Avon Street Market.

Shared vs segregated space for pedestrians and cyclists

Issue: Although the proposals for improved and increased cycle routes and facilities were well received, many respondents felt that the use of shared pedestrian/cycle routes should be completely avoided, with shared use seen as being particularly problematic on busy commuter routes (such as Bath Road and Temple Gate).

Response: Whilst the Framework sets out the strategic aspirations for the pedestrian and cycling route networks, it does not prescribe whether these routes are shared or segregated – this more detailed issue will need to be addressed for individual public realm projects at the detailed design stage, drawing on emerging guidance on shared space policy currently being prepared by Bristol City Council.

Public transport and station improvements

Issue: Majority of responses expressed support for the various potential improvements outlined, albeit with some concerns about the location of bus stops and taxi ranks and the interchange between them.

Response: The Spatial Framework will be updated to reflect the latest proposals for the Arena. However, more detailed concerns about the station (including The Friary) will need to be addressed through Network Rail's Station Masterplan. The plans have been updated to show a potential new bus route and stops along Avon Street and Albert Road. Additional guidance on 'way-finding' has been prepared, showing how interchange and movement can be better supported in Temple Quarter. The request to provide a protected corridor for a future rapid transit scheme along The Friary was rejected as there are no proposals for rapid transit in this location and the route is not safeguarded in the Local Plan.

Parking

Issue: Although suggested parking levels for employment uses were well received, concerns were expressed that they may be too restrictive.

Response: The advised parking standard is based on extensive modelling and research; we therefore are not proposing any changes. However, further work is planned to respond to a suggested need for a residential parking standard for the BTQEZ. This will not be included in the 2016 version of the SF but may be added to a future update.

Inclusivity

Issue: The Spatial Framework was criticised for including very few images of Black, Asian and Minority Ethnic communities, older people, children or people using a stick or wheelchair.

Response: Additional images have been included

1.2 Key issues raised on the Sustainable Urban Mobility Plan:

Issue: There was a high level of support for the approach and proposals, but some concerns were raised over advised levels of parking for the area. Some respondents also believed that the document did not place sufficient emphasis on safeguarding the needs of vulnerable road users, while a number of comments (from both pedestrians and cyclists) also stressed the need for segregated cycle facilities to avoid conflict between road users.

Response: As outlined in the SUMP the advised parking standard for businesses in the Enterprise Zone is set at 1 space per 600m². This advised level of parking for the BTQEZ is derived from a number of factors including:

- *Extensive modelling of the number of additional vehicles that can be accommodated on the highway network resulting from additional development in the BTQEZ*
- *Comparative maximum parking standards used in London and the Core Cities*
- *The location of the BTQEZ in terms of existing access to sustainable travel alternatives*
- *Evidence from businesses already established in the BTQEZ*
- *Consistency with the council's Central Area Plan policy on city centre parking levels*

Further work is planned to respond to a suggested need for a residential parking standard for the BTQEZ. This will not be included in the 2016 version of the SF or SUMP but may be added to a future update.

With regard to comments relating to vulnerable road users, individual highway interventions within the BTQEZ will be subject to rigorous Equality Impact Assessments

which will ensure that the needs of vulnerable users are built into the design of schemes. A note on the accessibility of the BTQEZ by vulnerable groups has been added to the list of SUMP objectives. Finally in response to comments on segregated cycle lanes, the SUMP does not prescribe whether cycle routes within the BTQEZ are shared or segregated – this more detailed issue will be addressed at individual scheme level drawing on emerging guidance on shared space policy currently being prepared by Bristol City Council.

1.3 Key issues raised on the Public Realm Guide:

Issue: There was a high level of support for the seven public realm qualities proposed. The key concerns related to the promotion of shared space and access for those with mobility issues.

Response: The Public Realm Guide's position on shared space has been made more clear, referencing emerging guidance currently being prepared by Bristol City Council. The document has been strengthened to provide a greater emphasis on disabled access.

2.0 Background to the Spatial Framework

The Spatial Framework has been in preparation since 2011 when the Temple Quarter area was designated as an Enterprise Zone. Its preparation has been led by the City Design Group within the Place Directorate at Bristol City Council.

The Enterprise Zone was set up to support the growth of the city region's economy and attract 17,000 jobs by 2037. It offers huge potential to create a new quarter for the city, with a new arena and redeveloped Temple Meads station at its heart, becoming a place where people want to live, work and visit. Connectivity, an improved public realm and place making are seen as key to achieving growth and attracting businesses to the BTQEZ.

The emerging Spatial Framework has been proactively used in a number of ways in recent years including promoting development opportunities to investors, securing funding to deliver upfront infrastructure investment, and providing a briefing tool for the competition to design an arena.

There is a high degree of independency between the sites in and around Temple Meads station that comprise the core part of the EZ. These sites are predominantly in public ownership (Bristol City Council, the Homes and Communities Agency and Network Rail) and this has necessitated a high degree of partnership working in preparing the Spatial Framework.

From the outset, one of Bristol City Council's aspirations was that the Spatial Framework would become a non-statutory planning document for use in determining planning applications. This aspiration was set out in Policy BCAP35 of the Bristol Central Area Plan. To this end, Bristol City Council has brought together work on the Spatial Framework within a single document. It is this document that we have been consulting upon.

2.1 Background to the Sustainable Urban Mobility Plan (SUMP)

The SUMP is a strategic transport plan that focusses on how a combination of infrastructure, policy and behavioural change measures will encourage sustainable travel to, and within, the Enterprise Zone.

2.2 Background to the BTQEZ Making People-friendly Streets and Spaces - A Public Realm Guide

The Public Realm Guide sets out the council's vision for the public realm in the Enterprise Zone and its expectations for the design of people-friendly streets and spaces. Its guidance and tools are applicable to both existing and new streets and public spaces.

3.0 Objectives of the consultation

Public consultation took place from 3rd March to 14th April 2016. The objectives of the consultation and accompanying communications and engagement activities were to:

- Collect feedback from stakeholders to refine the documents;
- Ensure a coordinated approach with interdependent projects in the area, including the Temple Meads Station Masterplan, and the plans for the Bristol Arena;
- Build awareness amongst key stakeholders, politicians, businesses and the public, securing their support for the Spatial Framework being adopted as a material consideration for use in determining planning applications;
- Provide a range of convenient ways for people to get involved and give their feedback.

4.0 Previous engagement & related consultations

4.1 Enterprise Zone Stakeholder Events

Shortly after designation of the EZ, the Local Enterprise Partnership staged a day-long 'Visioning' event at the Old Passenger Shed, Temple Meads (14 October 2011). Approximately 200 stakeholders with various backgrounds and interests participated in this event. The Spatial Framework has sought to articulate spatially the type of place that participants described at this event, and similar events that took place in successive years (3 October 2012 and March 2015).

Key consultative organisations have periodically been consulted on the emerging Spatial Framework. This has involved specific sessions with the Bristol Urban Design Forum (24 July 2014), the Neighbourhood Planning Network (22 July 2015), and the Bristol Civic Society (November 2014).

There have also been a number of opportunities for potential investors and Government to engage with the Spatial Framework, through events such as MIPIM, numerous ministerial visits and a Summit meeting (1 December 2014).

Bristol City Council's Planning Committees have also had a number of presentations over the period of framework preparation (25 January 2012, 27 June 2012, 20 June 2013, and 12 September 2013).

4.2 HCA's Asset Delivery Plan

Most of the sites in the core area of the EZ are in public ownership (Bristol City Council, Homes and Communities Agency and Network Rail). There is a high degree of interdependency between these sites, and therefore it has been important to work closely with our public sector partners (and their consultant teams) to develop the Spatial Framework. To this end, the HCA coordinated a series of workshops (16 June 2014, and September 2014) to inform thinking on sites within their ownership, involving BCC, and Network Rail. In recognition of the historical importance of the listed Station complex, Historic England has also participated at these sessions, convening a Historic England Advisory Board visit on the 22 October 2014.

4.3 Temple Gate consultation

The Temple Gate scheme is a West of England Local Enterprise Partnership Revolving Infrastructure Fund (RIF) funded project, which comprises changes to highway, pedestrian and cycle access from Bath Bridges to the Old Market Roundabout. The scheme aims to tackle some of the issues with the existing configuration of Temple Gate, and will result in a more direct road layout; more direct pedestrian and cycle routes; better public transport facilities; accommodation for MetroBus; and space for new buildings and a public square.

A public consultation on a proposed design for the scheme ran from 12 January to 18 February 2015. The consultation included a widely distributed leaflet, two exhibitions, drop-in staffed events, a meeting for equalities groups, a postcard drop to a 500m catchment area, online engagement and key stakeholder liaison. 998 responses were submitted to the consultation, and the scheme design was updated extensively in line with this feedback. The updated scheme design is incorporated within the Spatial Framework.

4.4 Temple Greenways consultation

The Temple Greenways schemes are West of England Local Enterprise Partnership Revolving Infrastructure Fund (RIF) funded project, which comprises new pedestrian and cycle routes between Temple Meads station and new developments on Arena Island and Cattle Market Road (including a floating pontoon walkway now referred to as the Harbour Walkway).

A public consultation on proposed designs for the schemes ran from 17 March to 12 April 2015. The consultation included a widely distributed leaflet, two exhibitions, outdoor exhibition panels in strategic locations, drop-in staffed events, a meeting for equalities groups, a postcard drop, online engagement and key stakeholder liaison.

The feedback received through this consultation was taken into account when producing the final design of the schemes, which are also incorporated within the Spatial Framework.

4.5 Arena consultation

The Bristol Arena and the surrounding Arena Island development is a crucial component of the Enterprise Zone. Plans for the area have been subject to detailed formal and informal consultation since the Spatial Framework started to be developed.

Arena Island was first identified as a potential development site for an indoor arena more than ten years ago. This was a corporate decision taken by Bristol City Council and the development site was subsequently promoted through the development plan-making process, and included within the adopted Bristol Development Plan and in the Central Area Plan that was adopted in March 2015. As part of the process the council went through an options draft for consultation, publication version for consultation and examination by a Planning Inspector prior to adoption. Since then, the arena development has been the subject of an international design competition, stakeholder events and focus groups.

A pre-planning application formal public consultation ran from 16 September to 13 October 2015. This included face-to-face briefings, public exhibitions, staffed drop-in sessions and meetings supported by proactive publicity including media, social media and online information. Over 1,000 responses were submitted to this consultation, and these had a significant influence on the final scheme included in the planning application. Changes included the addition of new temporary

events spaces; alterations to the upper façade design; and enhancements to cycle and pedestrian access to Arena Island from the A4, amongst others.

A statutory consultation process followed the submission of the planning applications, and proactive publicity aimed to inform citizens about how the scheme had developed and how additional comments could be submitted.

The Spatial Framework reflects the outcomes of this consultation, and how the arena and wider Arena Island development is expected to look.

5.0 Notification and publicity

A range of methods were used to ensure that relevant individuals and organisations were made aware of the consultation and ways of giving their feedback.

5.1 Stakeholder organisations

A list of 288 stakeholder organisations was drawn up to reflect the various groups that have an interest in the Enterprise Zone. This included:

- Enterprise Zone partners;
- Community and neighbourhood groups;
- Transport groups;
- Equalities groups;
- Developers with interests in the area;
- Business groups such as Business West;
- Bristol City Council elected members;
- Emergency services;
- Environment and ecology groups;
- Heritage groups;
- Representatives from the tourism and leisure industries;
- Utilities companies;
- Representatives from local schools and health trusts.

The full list is included in Appendix A. Digital invitations to a key stakeholders' briefing session on 14th March 2016 were sent to this list. These invitations also included information about a public briefing session, where the relevant information was available on- and offline and contact details in case of queries.

5.2 Local businesses and residents

In order to reach those living and working closest to the Enterprise Zone, over 10,000 postcards were sent to all residential and business addresses within the Enterprise Zone, and those within a 500m distance from it, two weeks before the start of the consultation. These postcards gave general information about the consultation and details of a public briefing on 14th March 2016.

These postcards were also distributed to passers-by on Temple Gate on 8th March and to several local cafes, museums and offices:

- Engine Shed
- Temple Studios

- Bristol and Exeter House
- Pithay Studios
- Brunel House council offices
- Café Gusto (adjacent to Engine Shed)
- Hart's Bakery
- Boca Bar
- Yurt Lush
- Phoenix Café
- Arnolfini
- M Shed
- Architecture Centre
- No. 1 Harbourside
- Throughout library network

The postal distribution area of this postcard is included in Appendix B.

Additionally, information about the consultation and a short presentation was given to Neighbourhood Partnership Coordinators for the wards closest to the Enterprise Zone. This was accompanied by an offer to attend individual Neighbourhood Partnership meetings, but no Partnership requested this.

5.3 Wider public

Website

The key portal for information about the consultation was the Bristol Temple Quarter Enterprise Zone website: <http://www.bristoltemplequarter.com/spatialframework>. This page had digital versions of all three documents, as well as a link to the feedback survey and the flythrough video. Additionally, there was a page of FAQs and two news releases. The main consultation webpage had 5,133 hits throughout the consultation period.

Additionally, the consultation was included on the Bristol City Council Consultation Hub.

Newsletters

The consultation was included in several e-newsletters:

- Bristol Temple Quarter Enterprise Zone monthly newsletter;
- Bristol City Council's Our City newsletter;
- Engine Shed monthly newsletter;
- SETsquared tenants' newsletter;
- Ask Bristol newsletter;
- West of England Local Enterprise Partnership monthly newsletter.

Social Media

The consultation was publicised on social media throughout the consultation period by @btqez (over 2,500 followers), @BristolCouncil (over 51,000 followers) and @AskBristol (over 9,000 followers).

Digital screens

A slide advertising the consultation was displayed on the screens in the Citizen Service Point at 100 Temple Street and on the big screen in Millennium Square. An image of this slide is included in Appendix C.

Leadership message

On 29th March 2016, a leadership message from Zoe Willcox, Service Director for Planning at Bristol City Council, was published on the Source, Bristol City Council's intranet. This included details of the consultation and asked staff to share it with citizens known to have a strong interest in the area.

5.4 Press and media

A press launch took place on 3rd March 2016 and was attended by Bristol 24/7, Made in Bristol TV, BBC Points West the South Bristol Voice and Heart Radio. This resulted in generous press coverage, including:

- Several online articles, including the Bristol Post, Bristol 24/7, Bristol Business News and South West Business News;
- A four page spread in the print version of the Bristol Post to mark the launch of the consultation, and a separate piece in its Business section a week before the close of the consultation;
- Extensive coverage on Heart Radio over the weekend of 5th March, with complementary online content;
- Television coverage, including Made in Bristol TV.

See what the Temple Quarter - surrounding new Bristol Arena - could look like when it is finished

By IanOnions | Posted: March 03, 2016



Avon Street after image - credit City Design Group & Richard Carman LD

Comments (5)

These images show how a rundown area of Bristol near Temple Meads railway station could be developed during the next decade and beyond.



Share Video: 'Less Canary Wharf, more Kings Cross'

Bristol24/7, March 7, 2016

< previous article | next article >

Derelict buildings and land around Temple Meads will be transformed into homes, offices and new squares under plans to create the 'Kings Cross of Bristol'.

A selection of the online coverage

A press release was sent to a list of Bristol City Council media contacts, and was shared on the Bristol City Council online newsroom and the Bristol Temple Quarter Enterprise Zone website. The release also appeared on the homepage of the Source, Bristol City Council's intranet.

A second press release was issued in the same way on 7th April 2016, giving a one week reminder about the close of the consultation.

6.0 Consultation materials

6.1 Postcard

15,000 postcards were printed and used to publicise the consultation. More details about the distribution of this postcard are included in the previous section (5.2). An image of this postcard is included in Appendix B.

6.2 Printed documents

40 copies of each document were printed. One copy of each was sent to each library within Bristol, and the other copies were brought to consultation events. One copy was supplied to the Architecture Centre.

6.3 Exhibition boards

5 exhibition boards were produced for use at consultation events. These are included in Appendix D.

6.4 Flythrough video

A 3D flythrough was produced to coincide with the launch of the consultation. This visualised how the zone could look in 2037 and was based on the 3D model used in Section 4 of the Spatial Framework. It was placed prominently on the consultation webpage, and uploaded to the Bristol Temple Quarter Enterprise Zone YouTube page. It received 3,245 views during the consultation period, and was shared by local media.

6.5 Printed and digital surveys

The main way of collecting feedback on the documents was an online survey generated using SurveyMonkey. The link to this was included on the main consultation webpage and on the Consultation Hub.

Additionally, printed feedback surveys were distributed to all libraries in Bristol.

6.6 Presentations

At the various meetings and briefings which took place throughout the consultation period, a presentation was given by the project team, before questions and further discussion. The core material in the presentations remained largely the same throughout the consultation period.

A sample presentation is included in Appendix E.

7.0 Consultation events

Several events were run in the run up to and as part of consultation, targeting key groups and individuals. They are listed below chronologically.

7.1 Partner consultation (Network Rail, HCA and Historic England), 24 November 2015 and 21 December 2015

Bristol City Council coordinated a series of workshops with its Enterprise Zone partners on the draft Spatial Framework prior to the launch of the public consultation.

Format

A presentation was given by Andy Gibbins and Julie Witham (Bristol City Council City Design) and Colin Rees (Bristol City Council Strategic City Transport). This was followed by questions from the partners.

7.2 Bristol Temple Quarter Enterprise Zone board briefing, 7 January 2016

A briefing on the documents was given to the Enterprise Zone board.

Format

A presentation was given by Neil Bradbury (Interim Programme Director, Bristol Temple Quarter Enterprise Zone). This was followed by a question and answer session.

7.3 West of England Joint Scrutiny Committee, 4th March 2016

The Spatial Framework was included as an agenda item for the March 2016 meeting of the West of England Joint Scrutiny Committee. This had a focus on transport and Temple Meads Station.

Format

A presentation was given by Oliver Coltman (Bristol City Council Strategic City Transport) and Phil Brown (Network Rail). This was followed by questions from the Committee. The paper that was supplied for this meeting is included in Appendix F.

7.4 Bus Operators Briefing, 7th March 2016

Representatives from the bus operators were invited to a briefing at 100 Temple Street. A presentation was given by Oliver Coltman (Bristol City Council Strategic City Transport). This was followed by questions and discussion concerning future work to further improve bus access to the Enterprise Zone.

7.5 Members' briefing, 8th March 2016

All Bristol City Councillors were invited to a briefing about the three documents. The session began with a PowerPoint presentation by representatives of the project team, which explained the background and aims of the documents, their use to date and aspirations for their future documents. It also gave a summary of the content of section three of the Spatial Framework, and was followed by questions from the floor.

Notes from this session are included in Appendix H.

7.6 Taxi Forum, 8th March 2016

Attendees

- Cllr Estella Tincknell (Chair, Public Safety and Protection Committee)
- Jonathan Martin (BCC)
- Alex Smethurst (BCC)
- Emma Lake (BCC)
- Pat Jones (National Taxi Association)
- Hugh Hunt (Streamline Taxis)
- Jerry Cronin (AFC Taxis)
- Chris Cronin (AFC Taxis)
- Abdul Djahlat (HC driver)
- Steve Bird (BCC)
- John Warren (BCC)
- Abigail Smith (BCC)
- James Aitchison (Avon and Somerset Police)

Format

A presentation was given by Oliver Coltman (Bristol City Council Strategic City Transport), followed by questions from the floor. Minutes of this meeting relating to the Spatial Framework are included in Appendix I.

7.7 Neighbourhood Partnership Coordinators' meeting, 9th March 2016

Project team representatives attended a monthly meeting of Neighbourhood Partnership Coordinators and gave a presentation on the consultation with the request that the information be cascaded down to individuals and Partnerships likely to have an interest in it.

7.8 Stakeholder organisations' briefing, 14th March 2016

Attendees

Invitations to this session were issued to over 200 named representatives of groups and organisations with a potential interest in the Enterprise Zone. Over 50 people (excluding the project team) attended, representing the following interests:

- Architecture Centre
- Avon and Somerset Constabulary
- Bath and North East Somerset Council
- Bristol Cats & Dogs Home
- Bristol City Council Housing Team
- Bristol Cycling Campaign
- Bristol Neighbourhood Planning Network
- Bristol Ramblers
- Civic Society
- Developers, architects and local commercial property owners (e.g. Verve, DTZ, Skanska, JLL, Alec French)
- Easton and Lawrence Hill Neighbourhood Partnership
- Engine Shed
- Environment Agency
- Friends of Suburban Bristol Railways
- Highways England
- Historic England
- Local Access Forum
- Network Rail
- Old Market Neighbourhood Planning Forum
- Redcliffe Futures Group
- South West Transport Network
- Totterdown Residents Association (TRESA)
- Transport for Greater Bristol
- University Hospitals Bristol NHS Trust
- Wessex Water
- West of England Local Enterprise Partnership
- Windmill Hill City Farm
- Windmill Hill Planning Group

Format

The session began with a presentation by representatives of the project team, which explained the background and aims of the documents, their use to date and aspirations for their future

documents. It also gave a summary of the content of section three of the Spatial Framework, and was followed by a demonstration of the 3D model used for section four of the Framework. The presentation was followed by questions from the floor. The meeting then adjourned for more informal one-to-one discussions.

The feedback given by attendees at this session is outlined in section 10.2, and notes from the meeting are included in Appendix G.

7.9 Public briefing, 14th March 2016

An evening briefing session was held at Engine Shed for members of the public and, in particular, local residents and businesses. This was attended by over 70 people.

Format

The session began with a PowerPoint presentation by representatives of the project team, which explained the background and aims of the documents, their use to date and aspirations for their future documents. It also gave a summary of the content of section three of the Spatial Framework, and was followed by a demonstration of the 3D model used for section four of the Framework. The presentation was followed by questions from the floor. The meeting then adjourned for more informal one-to-one discussions.

Notes from the meeting are included in Appendix J.



Members of the public at the briefing

7.10 Business West – Chamber and Initiative briefing, 12th April 2016

Representatives from Business West were invited to attend the briefings on 14th March. As they were unable to attend, a separate briefing was set up for Business West members. As this happened on 12th April, very close to the end of the consultation period, the deadline for feedback from Business West members was extended to 21st April.

Attendees

The session was attended by 24 representatives from the business and development community, including Barton Willmore, Savills, ARUP, West of England Initiative, Osborne Clarke and CH2M.



Business West members at the briefing

Format

The session began with a PowerPoint presentation by representatives of the project team, which explained the background and aims of the documents, their use to date and aspirations for their future documents. It also gave a summary of the content of section three of the Spatial Framework, and was followed by questions from the floor and the opportunity for one to one conversations

Notes from this session are included in Appendix K.

8.0 Survey feedback

Public consultation on the documents closed on 14th April, with 71 responses received via the online survey. One paper response was also received

8.1 Who responded

More than half of respondents either worked or lived in or near the Enterprise Zone, with three quarters visiting or passing through the area once a month or more. 19 respondents passed through on foot; 13 by bike and 14 by car. The rest of the respondents used a range of modes of transport, including rail, Park & Ride, bus, taxi, HGV and motorcycle.

Other reasons for having an interest the area included commuting in by rail (13 respondents); catching a bus (7 respondents), travelling through on the way to somewhere else (18 respondents); owning land in the area (4 respondents) and looking to invest in the area (3 respondents).

All respondents who supplied a postcode gave one from within the Bristol area, and 7 responded on behalf of a company or organization.

8.2 Summary of responses

Respondents were able to choose which sections of the documents they wished to give their feedback on and, as such, the following analysis is restricted to those respondents that answered each question. Quantitative response data is included in Appendix L.

59 people chose to share their opinions on the placeshaping objectives of the Spatial Framework and, of these, 55 were fully or broadly supportive. Strong support was also shown for several other aspects of the Framework, in particular proposed building heights (39 out of 56 respondents) and the provision of heat networks and high speed broadband (35 out of 45 respondents).

General support was shown for proposed land use (29 of 51 respondents), but a high proportion of those who responded (16 respondents) wanted to see more residential and less employment uses. 24 of the 36 people who responded to questions about the Framework's proposals for quayside walkways and bridges were supportive, but 19 people thought that access to the waterways could be promoted even further.

Both the proposed development layout and Cycle Route improvements did not receive majority support from respondents. Only 23 of 49 respondents supported the development layout, and only 14 thought that the network of streets and spaces looked logical. The primary concern was that there was too much development and not enough public space. 16 of the 36 people who gave their views on the Framework's Cycle Route improvements supported them, but 15 people thought the proposals did not go far enough. 8 respondents thought that the Framework placed too much emphasis on cycling.

The four Place Plans were generally well received; specific responses to each of these are contained in sections 8.14 – 8.17.

The approach and proposals of the SUMP received a high level of support. 42 of the 45 people who gave feedback on the SUMP agreed that better sustainable transport infrastructure was important to the future success of the Enterprise Zone, and 35 agreed that better sustainable transport policy was important for this as well. 29 out of 43 respondents thought that better use of sustainable transport behavioural change measures were important for the zone's future success. Suggested parking levels for employment uses were also well received, with 26 of 38 respondents supporting them.

There was considerable support for the public realm qualities proposed in the Public Realm Guide (27 of 34 respondents).

8.3 Spatial Framework key themes

The questionnaire responses have revealed a number of key topics and themes, which are summarised below. Quantitative response data is included in Appendix L.

The online survey followed the structure of the Framework, asking questions specific to the various proposals and Place Plans in the document. As respondents could choose which sections to answer, the bulk of this summary follows the same structure.

However, there were some recurring themes that arose across all sections:

Connectivity

Currently, connectivity of the zone to the city centre and adjoining neighbourhoods (particularly to the East and South) is poor. This is the result of a combination of causes, primarily poor public transport options and routes, the number of road crossings and busy roads that cross the area (such as the A4044). This hampers local residents' ability to access the zone (and move onwards to the city centre), and creates a poor arrival experience at Temple Meads. As such, it was felt that including 'connectivity' in the Framework's objectives was important and correct, but that this could be reflected further in specific schemes put forward in the document.

Accessibility

One of the most prominent themes arising from responses to the Spatial Framework survey was access for the disabled (physical and otherwise) and those with limited mobility. This was seen as a priority, and perceived to be currently underrepresented in the Framework. In particular, all paths, public spaces and developments should be fully accessible. The needs of users with limited mobility should also be considered when deciding the distance between transport stops and popular destinations, and when planning transport interchanges. Several respondents also thought this should be reflected in the choice of images used in the document.

Segregated cycleways

Although the proposals for improved and increased cycle routes and facilities were well received, many respondents felt that the use of shared pedestrian/cycle routes should be completely avoided, with shared use seen as being particularly problematic on busy commuter routes (such as Bath Road and Temple Gate). This was primarily due to safety concerns: a lack of road space pushing pedestrians or cyclists into traffic; increased chance of collisions between pedestrians and cyclists; making the area more difficult to navigate for disabled people such as the partially sighted and those with restricted mobility. The Framework's position on shared space should be made clear, and there is a distinct appetite for all shared spaces to be removed from it.

Amenities

As the Enterprise Zone project develops, more people will be living and working in the area. As a result of this, more amenities are needed to support this growing community. Respondents that raised this subject had a particular focus on retail (including supermarkets and convenience stores selling essentials), but also the night time economy, leisure and community facilities (such as schools and doctors' surgeries). These developments should not, however, be at the expense of public spaces and transport interchanges, and should not negatively affect the aesthetics of the area. Additional comments on this subject stated:

- Late night venues should not sit alongside residential developments
- Independent businesses (retail and leisure) should have a distinct presence.

Overarching aesthetic and architectural vision

As the zone is made up of a range of developments, many respondents felt that there needed to be an overarching aesthetic and architectural vision for the area. This would ensure individual developments complemented each other, and that a tangible and distinctive sense of place could be created in the area. If this is not in place, there were concerns that the zone could end up looking disjointed, corporate and bland. It was acknowledged that the Framework goes some way towards doing this, but it needs to be built on, and a greater responsibility needs to be placed on developers to adhere to it. If the area is to be a place for people to live and spend leisure time, it needs quality spaces and a good environment.

Green and public spaces

Comments were made on the majority of the sections of the Framework proposing a larger amount of green and public spaces. This was due to the positive effects they were perceived to have, in terms of health, aesthetics, ensuring the zone is active throughout the day and as locations for leisure uses. More detail is given about this in the following sections, and in the summary of responses to the Public Realm Guide (section 8.19). Several comments expressed a desire for this focus on 'greening' to be extended to the built environment, through environmentally friendly buildings and infrastructure.

Residential uses

Although housing provision is included in the Framework, it was generally felt that more clarity was needed on the types of housing intended, and in which locations. The majority of respondents felt that the mix of land uses in the Framework was appropriate, but several comments were made suggesting that there should be more affordable, council and social housing within the mix. Some concerns were raised about the inclusion of student housing and buy to let properties.

Additional comments made by a smaller number of respondents, but which applied to the Spatial Framework as a whole, included:

- Redevelopment should be to the benefit of local and independent businesses in particular. Current businesses in the area should be protected and supported. There should be employment opportunities for local residents;
- The emphasis on pedestrians and cyclists will be to the detriment of the road network, by either increasing congestion or rerouting traffic to the detriment of other routes that do not currently have acute problems;
- There is a need for clarity on the feasibility and deliverability of the various developments and proposals outlined in the Framework. Local residents and businesses are keen to know how the council will ensure that the document is adhered to.

The following section will deal with comments on the various parts of section three of the Framework individually.

8.4 Development layout

The primary concern regarding development layout was that there was too much development and not enough public space, in particular green public space. It was felt that the inclusion of more of these spaces across the area would be beneficial to the Enterprise Zone as a whole, having positive impacts on air quality and the vibrancy of the area. Particular suggestions for consideration included:

- New trees;
- Wildlife spaces near the river;
- Street furniture;
- Community and market spaces.

Some respondents also felt that the proposed layout was too dense, and would thus have a detrimental impact on the amount of natural light in the area, and make it less pleasant and more difficult to walk around.

Transport connections and access were another recurring theme, with respondents stressing the need for development layout to be sensitive to pedestrian, cyclist and traffic flows. Particular suggestions included:

- An interchange at Temple Meads, with the provision of an Eastern entrance;
- Ensuring space for segregated cycle routes throughout the development;
- Giving greater priority to the area between Temple Meads and the Three Lamps Junction;
- Increased levels of parking;
- Raised walkways instead of street level crossings.

Other comments made on development layout:

- New developments should not result in local businesses being pushed out (particular mentions of the Reckless Engineer pub and the Bristol Wood Recycling Project);
- An expression of support for the link to St Vincents
- A request for clarity on how it is proposed to incorporate retail into developments;
- The proposed retention of the site between SL02C and SL02D could prejudice against wider development (of those two adjoining sites).

8.5 Development form (building heights)

The majority of respondents supported the mix of building heights proposed in the Framework.

However, it was additionally noted that, as massing of tall buildings can be oppressive and intimidating (especially to pedestrians), care should be taken to ensure that they do not have a negative impact on the quality of surrounding areas in terms of light and aesthetics, and that they should be separated by public and green space to mitigate this effect. However, several comments also expressed support for high density tall buildings, as they would reduce sprawl, encourage sustainable travel and be an appropriate symbol of Bristol's 'city' status.

Some sightlines were singled out for protection by respondents: towards Temple Meads station, St Mary Redcliffe church and the coloured houses of Totterdown. One respondent asked that the shape as well as the height of the skyline be taken into account.

Additionally, there were several comments about particular buildings/areas¹:

- The area around the arena / Motion nightclub / Cattle Market Road is not suitable for a tall building (27m high) as it would risk views and crowd the station;
- The corner of Station Approach and Temple Gate should not be used for a medium rise building and should instead be green space;
- All buildings in the Enterprise Zone should be a maximum of 5 floors tall;
- Having a focal building near Bath Road is not feasible in light of the current access issues there.

8.6 Land use

Although majority support was shown for the mix of land uses proposed in the Spatial Framework, a recurring theme in the comments was that more housing was needed. In particular, respondents wanted to see a mix of housing sizes and types, with several specifically mentioning affordable, social and council housing. It was felt that this would help create the critical mass needed to ensure the success of the surrounding mixed use developments, and that having a community to take ownership of the area would make it more vibrant. If a higher number of residential units were proposed, more community facilities and amenities would also be required.

The majority of comments referenced the above. Other comments made by one or few respondents are listed below:

- Employment uses should have a creative industry focus;
- Independent businesses should be prioritised for retail;
- Retail in and around station should not be limited;
- Support for meanwhile uses;

¹ Unless otherwise stated, these comments were given by individual respondents (i.e. they do not represent a majority view)

- There should be more leisure uses in Avon Riverside;
- There should not be a car park on the KwikFit site;
- Residential developments should have ample car parking facilities;
- Support for combined use of buildings (e.g. active ground floor, residential above)
- Employment areas and residential areas should be mixed; this would make the area feel safer and more lively at night;
- Vertical gardens should be implemented;
- Development contracts should include clauses to keep the area looking good, with a limit on construction periods;
- The waterfront should be mainly leisure use.

8.7 High speed broadband and heat networks

There was a high level of support for both high speed broadband and heat networks, although there was felt to be gaps in the information supplied in the Framework. In particular, more information was desired on:

- The timeline for their installation;
- Energy centres (e.g. what they are, whether they produce emissions, need regular deliveries of fuel or create noise).

It was felt that, without this information, it was difficult to judge whether the proposed placement of energy centres was appropriate; for example, if they were polluting, there were objections to them being close to schools or residential areas.

Additional comments on high speed broadband and heat networks were:

- Concern over whether their installation would cause big disruptions (Dings Park was mentioned in particular);
- Air conditioning should also be added to the plans;
- A fee could be added to service costs of those on the network, and this could go towards paying back the costs of the infrastructure and developing it further.

8.8 Public spaces

The survey asked about several public spaces, and comments relevant only to specific spaces are summarised in the table below. However, some comments were applicable across all the spaces.

In general, it was felt that public spaces (especially those that included greening) were an important addition to new and existing developments. They should be complimentary to the developments surrounding them, active throughout the day and adequately separated from traffic. These spaces should also be fully accessible.

Additional comments and suggestions related to public spaces:

- Include large trees as in Queen's Square;
- The more natural materials used the better;
- Native tree species wherever possible;
- Water fountains for drinking;
- Nature reserve;

- Private businesses should encourage this reinvigoration of public spaces;
- Provision for growing food;
- Play spaces;
- Residential streets should be kept quiet;
- Parking should not be limited;
- The proposals show a good combination of using old spaces and new developments.

Space	Comments
Temple Place	<ul style="list-style-type: none"> • A sense of light and air needs to be maintained in this location, with trees and vegetation. This space needs softening to create a more welcoming space in which people can gather. Install public tables and pergolas or covered walkways to shelter under. • Will squeeze traffic into a narrower space, causing more congestion and making it harder for those going east on Redcliffe Way to turn onto Victoria Street or Temple Way towards the City Centre.
Brunel Square	<ul style="list-style-type: none"> • It is not wholly clear how passengers could be dropped off/picked up at the station. • Will it impede station parking? • Ensure seating is provided • The space available for bus pull-ins/loops in this area should be maximized to future-proof the possibility of greater numbers of buses using Brunel Square as a stop for Temple Meads.
Cattle Market Square	<i>No further specific comments</i>
Arena Plaza	<ul style="list-style-type: none"> • Currently a bit vague in terms of what will be there. What about on non-event days?
Arena Terrace	<ul style="list-style-type: none"> • Could the area be tree lined to make it greener and absorb pollution from nearby cars? • Not large enough
Victor Place	<i>No further specific comments</i>
Avon Street Marketplace	<ul style="list-style-type: none"> • Seems a bit detached from parking areas and public road transport - i.e. buses. Would such a place be better off closer to the station and/or arena?
Broad Plain	<ul style="list-style-type: none"> • If made green and in keeping with the architecture of the area, could be a good development. • Plans for this space seem underdeveloped, it is tiny. • Remove the road leading to Gardiner Haskins and make it a cycle lane/increased park space.
Station Approach	<ul style="list-style-type: none"> • This looks much better, a mess currently • This needs re-planning with an emphasis on pedestrian safety. It is ridiculous that passengers should have to cross such a wide and well-used section of road to get to the short-stay car park. Taxis should have a separate entrance where they are not blocking pedestrians and individual vehicles. • Very bleak and unwelcoming. • Redirect primary pedestrian traffic out from the other side of the station. • Does not make sense. Short of a teleporter the route won't get shorter, but forcing cars, taxis and buses out of the area will only add to congestion and make the station harder to reach. • Concerned that bus and taxi will be relocated - where will these go? Interchange must be retained and bus connectivity is critical to facilitate easy modal transfer.

Space	Comments
The Square and Amphitheatre	<ul style="list-style-type: none"> • Fine, though the adjacent car park space should be retained for parking - multistorey to aid access to the arena and station. • More parking required! • not large enough • The route of buses and cars (to new multistorey) through the new Temple Back East/Isambard Walk two-way road should not detract from the pedestrian flow and quiet enjoyment of public space in these areas. • This needs to be made safer at night. More buildings open during evening to reduce feelings of isolating walking through the dead office areas. It also needs more grass and greenery.
Totterdown Basin	<ul style="list-style-type: none"> • Meaningful green space - wildlife friendly, not just fancy looking plants with no habitat. • The developments impinge upon and limit recreational and commercial use of the Feeder Canal and Totterdown Basin. • Would love to see this become a place to hang out and enjoy the waterside. • Landscaping and foot/cycle-ways a must.
Cattle Market Green	<ul style="list-style-type: none"> • I think there should be a city farm, both as a community resource like Windmill Hill City Farm and to grow local food for sale direct to residents, businesses and visitors, within the development and may be Cattle Market Green could be expanded to provide space for one? • Meaningful green space - wildlife friendly, not just fancy looking plants with no habitat. • Might be nice to allow space for high quality street food vendors on this site. • This area needs to be carefully thought through as it may provide good cover for drug dealing and other crime. • Making the cycle path pleasantly landscaped would encourage more people to explore down along the riverside.
Totterdown Reserve	<ul style="list-style-type: none"> • I like that this would be more actively managed to improve ecological diversity. • Meaningful green space - wildlife friendly, not just fancy looking plants with no habitat. • Needs cleaning up and a proper secure and attractive fence/wall installing on the upper edge (alongside the A4 footpath). • Perhaps some work can be done on this site to look at the remains of the Blue Bowl pub, and have it as an historic ruin. • The areas to the right hand side of the Bath Road heading towards Temple Meads could be improved making it a nicer walk way for pedestrians and cyclists. The pavement should also be widened, so that it is safer for pedestrians to walk and pass each other without the risk of being hit by cyclists. Perhaps this could become more of a nature reserve promoting bees and butterflies, which will offset some of the pollution in this stretch.

Space	Comments
Sparke Evans Park	<ul style="list-style-type: none"> • A play space would help encourage use by young families (especially from the new Paintworks development). • Better paving would make it more inviting. • I would love to see this used more, but am not certain you could grow food there as it is so polluted by local roads. • Love this park and often walk through it while heading to city centre. No development of current green areas please, but adjacent garden centre development welcome - as are other areas, improved seating, sign posting and so on. Should include restoration of a riverside walk from St. Anne's/St. George through to Temple Meads. • Meaningful green space - wildlife friendly, not just fancy looking plants with no habitat
St. Mary Redcliffe Cemetery	<ul style="list-style-type: none"> • Also would be great to cut into the paintworks site so could follow the river paths all the way to Totterdown Reserve. • Good idea to link together with Sparke Evans Park and Arnos Cemetery, create a walk extension by allowing access to the footbridge over the Avon to Sparke Evans. • I love the cemetery as it is. • I think it would be great to link this with Spark Evans parks (via the footbridge, then cutting into the cemetery rather than walking along Edward Road). • Would be great to see this used as a community space.
Brunel Yard	<ul style="list-style-type: none"> • The gate house is lovely and should be maintained.
Bristol and Exeter Yard	<ul style="list-style-type: none"> • I really like the vista of Temple Meads and the old station building that has been opened up here from the main road. I think the whole of this area should be retained as an open space rather than building along the edge of Temple Way. It could be an amazing combination of park and square. • Play space / exercise / nature friendly. • The space available for bus pull-ins in this area should be maximized to future-proof the possibility of greater numbers of buses using Bristol & Exeter Yard as a stop for Temple Meads.
Motion Nightclub	<ul style="list-style-type: none"> • Play space / exercise / nature friendly. • Remove it; this won't be in existence in 5 years' time. • The plans don't seem to make clear whether this will disrupt the running of Motion - which is an already existing local asset which many people value.
St. Vincent Works Yard	<ul style="list-style-type: none"> • Love to see this beautiful building be reanimated. • Play space / exercise / nature friendly • Something similar to Paintworks would be a respectful use for the buildings. • Needs to have residential use nearby too to avoid it feeling dead at night. • Removing parking seems stupid given how much parking is already being lost.

8.9 Pedestrian route improvements

The survey asked about several pedestrian routes, and comments relevant only to specific routes are summarised in the table below. However, some comments were applicable across all the routes.

Accessibility was a key issue in this section, with respondents asking that all routes take into account pedestrians of all levels of ability and wheelchair users. Alongside and related to this, the issue of segregated cycle paths was prevalent, with many respondents requesting that cyclists and pedestrians not share the same path.

Pedestrian routes should be easy to navigate and should connect existing neighbourhoods to the zone; again, South Bristol and Totterdown were singled out as currently being particularly poorly connected and several respondents suggested that the Bath Road Promenade should be a priority.

Another suggestion was that it would be good to have a link all along the South side of the river to the Totterdown Reserve, via Sparke Evans Park and Paintworks.

Some respondents raised concerns about the safety of the routes, and asked that this be a primary concern, especially where footpaths went under railway bridges and along the waterside.

Finally, it was suggested that all routes should have seating, plants and public toilets.

Route	Comments
Brunel Mile	<ul style="list-style-type: none"> Anything has to be better than the blustery and traffic heavy crossing from Temple Meads to Redcliffe Way that is currently in place. Having a long and simple pedestrian route is one thing, but cutting this part off seems to make it hard for people going eastbound on Redcliffe Way. Would like to see priority given to pedestrians - easier crossings, wider footpaths, segregation and screening from motor traffic Regarding extended Brunel Mile pedestrian/cycle route with one stage crossing of Temple Gate to Temple Square, FOSBR hope that the retail and office developments on Temple Square/Plot 6 do not impede sightlines and (clearly-signed) pedestrian flow to new northern station entrance. This needs to minimise road crossing.
Temple Gate	<ul style="list-style-type: none"> The cross-road system will clog up already extensive traffic which is partially alleviated by the roundabout. Removing it will cause traffic to back up against the station, along Redcliffe Way and Temple Way toward the city centre, meaning more fumes will be pumped out into nearby areas.
Old Market Bus Hub Link	<ul style="list-style-type: none"> Bicycle traffic needs to be frustrated on this route and diverted as it dissuades pedestrian use. In particular bicycle usage should be stopped on the 'S' shaped bridge. This is worth doing, but only a marginal improvement. Through bus services from East Bristol or a shuttle link of some kind would be more useful.
The Friary	<i>No further specific comments</i>
Redcliffe Hill Bus Hub Link	<ul style="list-style-type: none"> Will the tram pole be preserved? I love the industrial beauty of it and it is historically important to Bristol.
Station Street	<ul style="list-style-type: none"> Good idea should've been done a long time ago. But should be bright, clean, active and have underground shop/cafe access... a good reference point would be Umea Station in Osaka (otherwise known as Osaka Station). The public access subway under Temple Meads from Cattle Market Road to Friary (and thus many bus stops/multi-storey car park/further pedestrian routes to north-west of station) looks essential to cope with pedestrian flow from the Arena so FOSBR hope funding can be secured for this element as soon as possible. Will help breathe life into landlocked adjacent site

Route	Comments
Bath Road Promenade	<ul style="list-style-type: none"> • Anything will be better than existing • It needs widening - shared space with pedestrians and cyclists is too narrow. Take space from the foot path on the other side (remove and push bus lane into that space). Bristol Bridge and the walls and hoardings on the strip are ugly and unkempt. Decorate and make them welcoming. • Nice in theory and could make it easier for pedestrians and cyclists to pass one another, however could cause congestion issues if it squeezes the road into single lanes. There should be a right-turn element introduced to three lamps junction to improve navigation between the Wells and Bath Roads. • This is currently a very dangerous pedestrian route, shared with cyclists and extremely dangerous road. Accident waiting to happen, and so this needs to be addressed if this is seriously to be considered as a major pedestrian route. This should be prioritised as it's the major walking route past the arena, and it is unlikely that any of the other routes will provide viable alternatives to divert pedestrians from this busy route. • This needs to be much friendlier to the large amounts of foot traffic the new arena will create. It is currently far too narrow and the sharing between cyclists and pedestrians makes it worse. Perhaps the arena/station side could be for pedestrians while the other side could be two-way cycle traffic. Keeping them segregated is a must for the safety of both groups. • This walkway needs drastic improvements. It needs to be made possible for pedestrians to walk past each other without risk of being hit by cyclists. • Very much needed. Should take away one of the traffic lanes on Bath Road, build a two-way cycle superhighway, and reinstate a decent-width pedestrian footpath which at the moment is about two feet wide so woefully inadequate for the amount of on-foot commuters it carries. • It is really important to improve the route between Three Lamps junction and Bristol temple Quarter. This is long overdue and the council should not shy away from it because it is difficult. A great deal of money is being spent in the area and some of it must be spent to improve walking and cycling routes from Three Lamps to the Temple Quarter.
Silverthorne Lane/Gas Lane/Kingsland Road/Midland Road	<i>No further specific comments</i>
Arena Island	<ul style="list-style-type: none"> • Ensure lighting for safety

8.10 Quayside walkways and bridges

The survey asked about several quayside walkways, and comments relevant only to specific ones are summarised in the table below. Many comments were offered in support of all the quaysides in the Framework (these do not appear in the table). Some additional comments were applicable across all of them.

Two of the most prominent of these were, once again, accessibility and the necessity for segregating pedestrians and cyclists. As with the bridges in the Framework, it was felt that the quaysides needed to be wide and well maintained. Boosting access to quaysides was extremely desirable, and they were also seen as a good location for leisure and social activities, especially during the daytime.

Quayside	Comments
Finzel's Reach	<ul style="list-style-type: none"> • The bridge proposed will cause danger to commercial and recreational users of the floating harbour. • The new brown building facing Castle Park is unbelievably ugly and a bit of a travesty, please don't let other buildings be that bad.
Floating Harbour North Shore	<ul style="list-style-type: none"> • Unnecessary: the road bridge is very close and this will provide good shelter for rough sleeping and drug dealing. It will also make water navigation more dangerous. • In routing the footpath through the tunnel under the railway lines, the waterway should still remain open.
Floating Harbour South Shore	<ul style="list-style-type: none"> • I think this is great and would allow people south of the city to have a pleasant route into the shopping centres of Broadmead and Cabot Circus, without needing to go via BTM or the busy Victoria Street & Temple Way. However, this assumes access from Bath Road into the Arena site, then through to the Basin. • In routing the footpath through the tunnel under the railway lines, the waterway should still remain open. • This will provide good shelter for rough sleeping and drug dealing. It will also make water navigation more dangerous.
Feeder Canal North Shore	<ul style="list-style-type: none"> • Too restricted so won't encourage more use. • This is already a pleasant pedestrian route so any enhancements would be welcome. • The existing stone wall to the east of SL02D has some heritage value which may make direct access from the footbridge crossing the Feeder Canal problematic. Further massing proposals for buildings raising from the Canal side may prevent connectivity directly in front of the Canal. However, the provision of courtyards and on-site leisure facilities should aim to encourage pedestrians into the site from Silverthorne Lane, particularly if and when water taxi services extend to the SL02C and SL02D sites to utilise the Canal inlet.
Riverside	<ul style="list-style-type: none"> • This path could be extended alongside the Arena and link up with the path going up to the Three Lamps Junction to provide an alternative waterside route to walking down Bath Road and another pedestrian route to the Arena • Too restricted and so won't encourage more use.
Totterdown Reach	<ul style="list-style-type: none"> • Totterdown Reach needs to be connected to a good quality walking route along the Bath Road. • I like this but why not connect with the solid blue line already in Paintworks rather than directing back onto Bath Road. This would give it more purpose for usage (i.e. going to Paintworks, whereas the current design just creates a pleasant walk, but requires going downhill, then climbing back uphill at either end). • Can this path be extended along the river bank too?
Paintworks	<i>No further specific comments</i>

The survey also asked about several existing and proposed bridges, and comments relevant only to specific ones are summarised in the table below. Many comments were offered in support of all the bridges in the Framework (these do not appear in the table). Some additional comments were applicable across all the bridges.

Two of the most prominent of these were, once again, accessibility and the necessity for segregating pedestrians and cyclists. It was also noted that the design and materials of bridges should take into

account both the need to be aesthetically pleasing and to be safe, especially in wet or extreme weather, and to be wide and well maintained. One respondent suggested that bridge design competitions would be a good way of helping ensure this.

Some concerns were raised about how often the new bridges would be used, but this was balanced by the aforementioned support for them.

Bridge	Comments
Silverthorne Bridge	<i>No further specific comments</i>
Lock Bridge	<ul style="list-style-type: none"> • Due to the narrowing of the lock rowing boats have to raise their oars here. The bridge will need to be 7m above high water level or it will stop rowing vessels.
Arena Bridge	<i>No further specific comments</i>
St. Philip's Footbridge	<i>No further specific comments</i>
St. Vincent's Bridge	<ul style="list-style-type: none"> • Improvement is well needed, but only if the cycle / walk ways along Silverthorne lane are performed. No point upgrading a bridge until that is done.
Bath Road Promenade	<ul style="list-style-type: none"> • I love this idea and think improved walking and cycling routes would reduce car usage (currently the route is very off putting and considered dangerous). • There needs to access for pedestrians and cycles from here to the arena and quayside - from the space between the A4 railway bridges and further up the A4. The current path is dark, steep and inadequate. • It needs to be good quality as far as Paintworks and even beyond. • There should be an associated Wells Road Promenade.

8.11 Cycle Route improvements

The survey asked about several cycle routes, and comments relevant only to specific routes are summarised in the table below. However, some comments were applicable across all the routes.

As with the majority of the preceding sections, segregation of cyclists and pedestrians was of paramount concern, with a high number of respondents asking that this be implemented throughout the cycle route network, primarily for reasons of safety. Another common comment was that cycle routes should be clearly identifiable (ideally in the zone and throughout the wider city area); for example, through being painted a different colour. Additionally, some comments requested that, as well as being clearly identifiable, cycle routes throughout the zone be separated by raised curbs. Another theme arising from the comments on this section was the need for an ongoing maintenance plan for the routes, through lighting and appropriate road surfacing.

The cycle route thought to have the highest priority for improvements was the Bath Road Promenade, due to the current pavement being too narrow for cyclists and pedestrians to safely pass one another (see table below for some specific comments). Several respondents also requested its extension further into South Bristol (Wells Road and Bath Road).

Additional comments included:

- The need for all areas to have signs warning cyclists of the danger of HGVs' blind spots [in order to help prevent serious accidents];
- A cycle path should go from Brunel Mile to Ashton Court;
- There should be a guarantee that cycle routes don't end in the middle of key routes, which is a problem on several existing routes in Bristol;

- The plans are not ambitious enough;
- Cycle routes must be allied with a joined up traffic management plan which allows free flow of traffic where it exists, removes it where possible via improved public transport, and provides good parking.

Route	Comments
Brunel Mile	<ul style="list-style-type: none"> • I've only cycled around here when the Portway was closed. It would be nice if a traffic free bike path led from the Brunel Way into Ashton Court.
Temple Gate – Temple Way	<ul style="list-style-type: none"> • I love that cyclists will have a dedicated light crossing here. • I'd like to see guarantees that these paths/lanes don't end just before the most critical parts of the way as they often do in Bristol.
Old Market Bus Hub Link	<ul style="list-style-type: none"> • An overhead, artsy-designed cycle bridge would be cool. to go from The Long Bar in Old Market over the big road to the other side - Cabot Circus bus-stops, or near castle street. It would be more scenic and encouraging for less confident cyclists. • This route should be preserved for pedestrians and bicycle usage stopped.
Bristol to Bath Railway Path	<ul style="list-style-type: none"> • Too much emphasis on cyclist at the expense of walkers. • I love the Bristol to Bath cycle path, lots of sculptures, a water fountain, maintained hedgerows, smooth tarmacked paths with clear indication of pedestrian and cycle lanes... etc. more of that Please! :) Current lighting is dull though. In Spain they have funky lampshades that look like giant crickets, and ornate lampposts. Maybe lighting could be aesthetically pleasing. • It would be better to use it for everyone to have a quick route into the centre not the small percentage of cyclists who use it. See how many use the roads because it isn't safe to use. It would make a brilliant metro bus link and everyone could use it.
Redcliffe Hill Bus Hub Link	<i>No further specific comments</i>
Clarence Road – Cattle Market Road - Feeder Road	<ul style="list-style-type: none"> • Cycle routes will need a reasonable level of priority across junctions. • Feeder road is currently unwelcoming to the cyclist. Feels very much dominated by road traffic. Also crossings at the Clarence Road, Bath Road, Cattle Mkt Road junction are very confused from a cyclist's POV. Dangerously so. Needs simplifying. • Feeder Road is very industrial looking, please can you commission lots of University art students to produce sculptures for along the cycle path? Metal, wood, mosaic, iron etc. maybe with a running theme? • How will people in Brislington access route from Avon Meads? Via hugely busy roads? • I love this full length route and can imagine it being very well used. • The area where 6 crosses 7 needs to have cyclist-specific lights and priority • This is the only good bit of cycle route built recently. • This is the route I use to commute via cycle. A dedicated cycle lane uninterrupted by parking would increase safety and encourage more cycling. • This should be a 2 way bus and taxi route to provide E/W access to the station.

Route	Comments
Bath Road Promenade	<ul style="list-style-type: none"> • Massive improvements need to be made here. The pavement isn't wide enough for pedestrians and cyclists to pass. The zebra crossing at 3 Lamps is dangerous, because it is a blind corner on the Totterdown side crossing into the island. • This is currently dangerous, it's too narrow and an accident could easily happen with someone falling into the main road. It should be wider, 2 way. It also disappears just before the station so I often see people cycling on the pavement at the Temple Meads end. Cycling access to Bristol's main train station is currently embarrassingly poor for a 'cycling city'. • This is next to a very busy road, currently shared by cyclists and pedestrians and too narrow, it's an accident waiting to happen which will become worse with the arena project.
River Avon (route 3 National Cycle Network)	<ul style="list-style-type: none"> • Feels sometimes like it's been abandoned and left to fall into the river. Could be a feature route if given some investment and reinforcement. • Please can the lighting be really funky? rather than standard white/orange lightbulbs on a plain metal pole
Arena Island	<ul style="list-style-type: none"> • If you are widening the cycle path, please could you make it a gentle incline?

8.12 Public transport and station improvements

The majority of comments regarding the proposals in this section of the Framework were overwhelmingly positive and expressed support for the various potential improvements outlined, especially in light of increased passenger numbers and creating a positive arrival experience for rail passengers. The comments included in the below table cover only those additional to these messages of support.

One of the main issues that arose through the comments related to bus stops (including Park and Ride and MetroBus); many respondents felt that these were too far away from the train station, reducing its efficacy as a transport exchange and presenting an obstacle particularly for those with limited mobility. A particular suggestion was for bus stops to be located on the Friary, and one respondent wanted the bus station to be next to Temple Meads station. Another popular comment was that bus shelters needed to be upgraded, with real time information systems wherever possible.

Another popular comment was that taxis should no longer be able to drop off passengers on Station Approach, especially if no other vehicular traffic is allowed there. Again, it was suggested that this should be relocated to the Friary.

As mentioned earlier in this report, there was a general feeling amongst respondents that public transport provision around the zone was especially poor, especially bus routes and the local train network with respect to punctuality, routes and accessibility. This was of particular concern in light of the success of the zone putting more pressure on the transport network, and routes from South and East Bristol were thought to be particularly poor.

Other suggestions and comments not included in the below:

- There should be a free shuttle from the train station to key points in the city (as exists at Manchester Piccadilly);
- Trams would be a good addition to the transport network;
- Include a bus-only right turn into the Friary from Temple Gate;
- There should be more retail and business services on Station Approach;
- Do not sell Temple Meads;

- Improve bus links into the city centre from the Mendip towns (in terms of frequency and timing).

Proposed improvement	Comments
New station platforms in the Midland (Digby Wyatt) Shed and Brunel's Passenger Shed	<i>No further specific comments</i>
A new street level station ticket hall	<ul style="list-style-type: none"> • Cannot see any advantage to this. • Can't see the point of this. The existing one is at street level to the top of the approach ramp outside. • Pointless, ticket office is fine where it is, perhaps move the pickup machines to improve flow.
A new street level entrance on the north side of the station	<ul style="list-style-type: none"> • It already exists no change needed • This appears crucial in joining up Temple Meads with the city. Pedestrians should be able to stroll out and feel like they have arrived, rather than being ejected out in to the confused mess of Station Approach. • This will only work if it is designed with pedestrians in mind as well as the buses • Can't see the point of this.
A new street level entrance on the east side of the station	<ul style="list-style-type: none"> • Have a ticket office here or at least ticket machines to improve flow. • Very sensible - but needs to not get lost in amongst whatever is planned for the sorting office.
A new publically accessible street beneath the station	<ul style="list-style-type: none"> • Awesome. Exploit it commercially while ensuring safety for those using it - lighting, cleanliness, security and aesthetics. • This could be a good way of avoiding the suspended footpaths over the floating harbour
A new multi-storey station car park	<ul style="list-style-type: none"> • As long as it's not too brutish. • Car routes to the new multi-storey should be not detract from pedestrian flow/enjoyment of public spaces Brunel Square/ Friary/Knights Templar Square/Isambard Walk or compromise the space available for bus lanes/stops/loops. • Encouraging driving into the TQEZ is not a positive step • Good, but does it make up for all the loss of carpark space from other developments and will it be adequate for car users on Arena event days? • This should be designed carefully and attractively (if that's possible with a multi-storey?! Maybe its roof should have solar panels? • This will encourage more use of the Friary and could lead to conflict with the proposed public transport and pedestrian and cycle improvements. • Very necessary, a better location would be at 4 where it could serve the station and the arena
New MetroBus stop	<ul style="list-style-type: none"> • Good as long as it's joined in with the improved pedestrian flow into Temple Meads • Metro bus is old technology with a very limited life. It will have no relevance in the long term • Will this come at the expense of traffic lanes? If so, it'll cause more congestion

Proposed improvement	Comments
A relocated Park and Ride stop	<i>No further specific comments</i>
Buses relocated from Station Approach to The Friary	<ul style="list-style-type: none"> • Bus stops should be clustered close to convenient station entrances as far as the smooth timetabling of routes allows. Consideration should be given to a bus-only right-turn into Friary for buses only to allow north-west bound buses to set-down/pick up closer to station as well as south-east bound buses. • Careful management of vehicles to ensure the area remains desirable for pedestrians and cyclists. • Some bus relocation to here but both Station Approach and The Friary will be needed • Would cause congestion with vehicular traffic going to multi-storey car park. Would be more sensible to keep buses and taxis where they are, but move cars to the North Entrance (and or east entrance).
Bus stops relocated along Temple Gate closer to the crossing	<ul style="list-style-type: none"> • Could make them too remote. The stop for the number 1 seems distant already. Should be pushed back the other way. Lose bus stops up here and add stops on The Friary. • They're right next to the crossing now unless you're moving the crossing, but why? That'd just back traffic up on to the roundabout. • Too far from pedestrian access to station • Why do they need relocating and where to, passengers need fully accessible safe bus stops, close to where they are for.
Better links to existing bus hubs at Old Market and Redcliffe Hill	<ul style="list-style-type: none"> • The routes to these "bus hubs" are not short or obvious so clear information of directions and distance should be provided.
Reorganised taxi ranks (Station Approach)	<ul style="list-style-type: none"> • As long as pedestrians and cycles have a higher priority • Couldn't the taxi ranks also be on The Friary, so the station approach could be entirely pedestrian (and a great public space?)
Ferry services extended to a new stop at Totterdown Basin	<ul style="list-style-type: none"> • Various suggestions for route extension: to sites SL02C and SL02D; • Brislington; Sparke Evans Park; Avon Meads; St. Annes; Netham. • This makes a lot of sense, but the stop has to be fully accessible and the area improved to make it safe.

8.13 Changes to highway access

With the caveat that proposed changes to highway access relating to Temple Gate and the arena had already been consulted on (please see section 4.0), and the results of these consultations reflected in the current version of the Spatial Framework, respondents were asked if they had any comments generally about highway access in the zone. There were a few prevalent themes in the responses:

The tension between drivers and other road users (pedestrians/cyclists)

Several respondents felt that the majority of the highway network in the zone, particularly around Temple Meads and the Wells and Bath Roads, was currently unsafe for pedestrians and cyclists and that intervention was necessary to make it a more pleasant environment for them. To do this, pedestrian (and, to a certain extent, cycle) routes need to be made clearer, and separated from cars wherever possible. The general feeling amongst respondents was that pedestrians should have priority.

Encouraging sustainable travel

Related to this, it was felt that steps should be taken to make traveling to the city centre by car the least efficient solution, which would in turn incentivise people to leave their cars on the outskirts of the city and use means of transport to continue their journeys. This would also have a beneficial effect on air quality and make the zone a more pleasant and easy place to pass through and travel to.

Connectivity

Several respondents felt that the highway network currently crossing the zone acted as a barrier to the east and south of the city (e.g. the east is cut off by the A4 and Temple Meads, and the Bath Road and Bath Bridges Junction cuts off the south). This makes travelling into or through the zone from those directions difficult and unpleasant, and any changes to highway access should ameliorate or remove these existing problems. These barriers are problematic for both drivers and those using other modes of transport.

3 Lamps Junction

Several respondents requested that a right turn be allowed at the 3 Lamps Junction coming from Totterdown and onto the Bath Road. The current route for drivers attempting this was felt to be circuitous, inconvenient, unnecessary and to have a negative effect on traffic congestion.

Right turn onto the Friary

Several respondents requested that a right turn be allowed onto the Friary, again to allow drivers to avoid having to take circuitous routes. One respondent suggested that this could be a bus-only right turn in order to allow for flexibility in bus route planning going forward.

Cattle Market Road

There was some concern over plans to make Cattle Market Road one way eastbound, as this was perceived to have a negative effect on the permeability of the area, by drivers, buses and taxis (especially from the east). This was seen to be a particular problem in light of the arena development.

Other suggestions and comments not included in the above:

- Remove 75% of traffic lights;
- Keep all routes two way;
- The bottleneck at the bottom of the M32 needs to be looked at;
- Close one of the bridges at Bath Bridges to traffic and make the remainder a simplified two-way pair of junctions.

8.14 Place Plan: Temple Meads City Gateway

The comments submitted on the Place Plan for Temple Meads City Gateway to a certain extent replicated comments outlined in the preceding sections, namely the poor quality of public transport options to the area, the need for it to be fully accessible and the need for high quality public and green space featuring a mix of uses (including residential). The architectural integrity and quality of the buildings was also raised.

Site-specific comments are outlined in the below table.

Site	Comment
TM01 Temple Meads North (Plot 6)	<ul style="list-style-type: none"> • FOSBR would wish to maximize the transport interchange element of the site, ensuring free-flow and obvious routes to the new station entrance with appropriate retail elements. • Concerned about incentivising significant traffic flow to the area if a car park is built. • I am concerned about the security, lighting, air quality of the underground street, which is good in theory but will you be creating another Bear Pit • Must be in keeping with the grandeur of the train station and not detract from it. • Must have enough space for through traffic as well, as bus and metro bus. All public transport and public areas must be fully accessible for all. Multi story is essential.
TM02 Temple Gate (The Island site and Temple Circus)	<ul style="list-style-type: none"> • As these have been near derelict for some time, any improvements to these buildings would be welcome. • I hope to see the George railway pub, re open as a pub. This is such a lovely building. Also the Grosvenor would make an excellent hotel • Must have enough space for through traffic as well, as bus and MetroBus. All public transport and public areas must be fully accessible for all with segregated cycle lane but not art the detriment to others.
TM03 Temple Meads Station	<ul style="list-style-type: none"> • Development should be in keeping with the station's fine architectural history. • Any proposals to maximise space, retail opportunities and transit routes is to be welcomed, with due consideration to the historic fabric of the building. I would like to see the reinstatement of the original wooden spire above the clock tower. • FOSBR welcome the additional platforms in the Digby Wyatt shed, and look forward to more detailed designs around the new station entrances and passenger flow between them. • A Changing Places facility should be included. • Not futuristic enough
TM04 Bristol and Exeter Yard (including TCN and Collett House site)	<ul style="list-style-type: none"> • As stated elsewhere, FOSBR suggest that space for bus pull-ins is maximized in this area to future-proof for the possibility of greater numbers of buses using Bristol & Exeter Yard as a stop for Temple Meads. • Need to ensure these are not oppressive buildings. • New development should be sympathetic to the existing heritage estate. • Please protect those lovely warehouse buildings and the businesses (creative industry) using them. • This should remain without development. I love the vista of Temple Meads opened up from Temple Way. It could be a great public space, with small cafes/bars around and about. • This site is a possible location for a bus/coach station. The existing bus/coach stops on the public highway outside Bristol Temple Meads cause congestion and danger to other road users, especially cyclists. If the "City Gateway" concept is to transform Bristol Temple Meads into a multi-modal transport hub, the planners need to think more carefully (and ambitiously) about how different modes of transport can be integrated on this site. Otherwise, all of this high-minded rhetoric will prove meaningless, and an incredible opportunity to transform Bristol's transport infrastructure will be missed.

Site	Comment
TM05 Bath Parade (Former Garage site, Temple Gate House, Templegate Peugeot and multi-storey car park)	<ul style="list-style-type: none"> Active ground floor must be included.
TM06 The Cattle Market (Former Royal Mail Sorting Office and environs)	<ul style="list-style-type: none"> A very good site for the second main station entrance and car park for the station and arena. As stated elsewhere FOSBR would wish the layout offers free-flow and obvious routes to the new station entrance with appropriate retail elements. More could be made of the waterfront here. Could there be public space going up steps to the new buildings? The Cattle Market Tavern building has character and it would be nice to see this incorporated into plans for this site. Also it would be great to protect the Bristol Wood Recycling Project or consider offering them an alternative site in St Phillips/Silverthorne Lane. Great organisation. The Cattle Market Tavern should be saved from demolition, restored to public house / leisure type use and incorporated in the plan for TM06.

8.15 Place Plan: Temple Quay

The comments submitted on the Place Plan for Temple Quay to a certain extent replicated comments outlined in the preceding sections, primarily the need for it to be fully accessible and to incorporate spaces that will ensure the area is active outside of office hours. Some concerns were raised across several sites about building heights and quality of design (please see table below for specifics) and, as such, it is important to bear in mind each site's relation to the wider area when developments come forward. Additional general comments made were:

- That the plans included elements that will encourage crime;
- That more attention needed to be paid to facilitating the use of waterways in the area;
- That complementary architecture and building materials with links to the area's heritage should be used.

Site-specific comments are outlined in the below table.

Site	Comment
TQ01 Brunel Dock	<ul style="list-style-type: none"> A high-end business hotel and conference hotel would be particularly welcome. Pedestrian access to Temple Meads must be prioritised. Bristol has quite a few hotels. Perhaps consider a more Japanese approach here - multi-storey car park - links to carpark next door, department store with hotel on top and underground shopping access connected to proposed underground walk. Building another waterfront high building will ruin the open space that is currently here. It would be nicer to make this plot of land a nice public open space by the river with trees and nature rather than another big concrete building which will make The Square very gloomy in the winter as it will become hemmed in on all sides by big buildings.

Site	Comment
	<ul style="list-style-type: none"> • Critical that this is not too built up, and has a sense of shared space. Isambard Walk shouldn't be too enclosed by this development • There should be some sort of performance place here/.
TQ02 Bank Place	<i>No further specific comments</i>
TQ03 Glassfields	<ul style="list-style-type: none"> • I would like to see more active ground floor use in these areas to encourage pedestrian traffic through the zone. • Very ugly design, underground car park and bike route clash, level of buildings far too high close to Christopher Thomas Court, derisory communal spaces and facilities lacking green space. • Should not completely obscure existing older buildings / views.
TQ04-TQ08 Temple Quay North	<ul style="list-style-type: none"> • I would like to see more active ground floor use in these areas to encourage pedestrian traffic through the zone. • TQ04: ugly design, car and bike route clash, level of buildings too high close to Christopher Thomas Court, unambitious communal spaces with poor green spaces. Suggest making half of TQ05 a green square to compensate and increase retail space for local shops.

8.16 Place Plan: Silverthorne Lane

The comments submitted on the Place Plan for Silverthorne Lane to a certain extent replicated comments outlined in the preceding sections, primarily the need for high quality public and green space featuring a mix of uses (including residential). In this area in particular, there was a concern about existing businesses, which fall outside of the Enterprise Zone's key sectors, being pushed out by any new developments.

Additional general comments included:

- Heritage assets should be restored wherever possible, preserving the architectural and historical integrity of area whilst enabling it to become a vibrant new quarter.
- Create a new canal parallel to the footpath over Silverthorne Bridge, going under Avon Street to the open space by Gas Lane, then cutting back down to the Feeder Canal. This would increase waterfront potential and create an Amsterdam-style canal quarter.
- There should be more parking for residents and casual visitors.

Site-specific comments are outlined in the below table.

Site	Comments
SL01 Avon Street Wharf	<ul style="list-style-type: none"> • Seems a bit remote and there's no public transport or parking hubs for people wishing to go to the market from outside the immediate area. Nice idea, but ill-thought.
SL02 Feeder Works	<ul style="list-style-type: none"> • Hard to comment. Not really clear if any of these developments close to Barton Hill would be sympathetic to the area and community or if it will simply be blocks of exclusive apartments and an example of dull gentrification. • The draft Framework shows the retention of the small 1980s office structure between sites SL02C and SL02D. This building has no historic value or particular architectural merit and as such should not be identified for retention. The continued retention of this building or no particular merit could adversely effect the deliverability of comprehensive development on sites SL02C and SL02D. The Framework should allow sufficient flexibility in terms of building heights and

Site	Comments
	development block layouts to enable a variety of development proposals to be delivered in the Silverthorne Lane area.
SL03 Gas Works	<ul style="list-style-type: none"> As well as bars and cafes, already mentioned in the zone, there should be a site for a traditional, welcoming, local pub. How about in this block?
SL04 Freestone Place	<ul style="list-style-type: none"> There also needs to be a community centre/community hall.

8.17 Place Plan: Avon Riverside

The comments submitted on the Place Plan for Avon Riverside to a certain extent replicated comments outlined in the preceding sections, primarily the need for it to be fully accessible and to incorporate green and public spaces (with the riverside being protected as a green corridor). The architectural integrity and quality of the buildings was also raised.

Additional general comments included:

- A hydro/tidal generation plant to be included on the river;
- That a previously refused scheme (07/02745/F) could be redesigned now.

Site-specific comments are outlined in the below table.

Site	Comments
AR01 Arena Island	<i>No further specific comments</i>
AR02 Fish Dock	<ul style="list-style-type: none"> Don't like the idea of a car park as it would just increase congestion on the surrounding roads. If a car park is constructed, it should be screened with greenery. Parking for the Arena is desperately needed but you should consider - ease of access to the parking from the busy Bath Road, what it does to the visibility of the Arena from the Road (visuals are important for a city like Bristol), and how cars get onto the road from it. What if they are coming from the south and want to get into the carpark? Or wish to go north or west from the car park? - how will these be facilitated? The proposed multistory car park is needed.
AR03 Totterdown Reach	<ul style="list-style-type: none"> Although this will no doubt be beneficial, it is important to acknowledge where Totterdown actually is. The map shows how densely populated the housing area of Totterdown is. It is important to consider routes and crossings so that people who live in Totterdown can safely and easily reach 'Totterdown Reach'. Leave alone, would further congest the already busy Bath Road, there would be no turn right access to the area, and would curtail the green space. The left side of the bridge is a lovely green space why build on it. A walkway through it would be great and needs to be fully accessible and have a segregated cycle way. The right side should be redeveloped and walkways through it would be great and needs to be fully accessible and have a segregated cycle way
AR04 Paintworks	<ul style="list-style-type: none"> Completing the site with development on the remaining open plot will bring the area together. Needs a road route across to St. Philips Marsh to alleviate potential traffic issues on the already congested Bath Road. Must not interfere with Edward and Chatsworth Roads.

Site	Comments
	<ul style="list-style-type: none"> • The buildings that are being built seem very tall for the area.
AR05 Victor and Albert Works	<ul style="list-style-type: none"> • Good location for a city farm.

8.18 Sustainable Urban Mobility Plan (SUMP)

Whilst the proposals in the SUMP were generally well received, there were a few recurring areas of concern raised by some consultees.

The first of these was *accessibility and access*: several respondents felt that the document did not place enough emphasis on ensuring that all aspects of the Enterprise Zone were easily navigable by the elderly, families and those with mobility issues. As well as ensuring public spaces were fully accessible, adequate parking and improved public transport connections were seen as key to ensuring full and easy access to the zone.

Concerns about accessibility were often raised in conjunction with another popular comment: that routes shared by pedestrians and cyclists could be a cause of conflict and instead need to be *segregated*. It was felt that shared use routes would be problematic for both cyclists and pedestrians (segregation was indeed suggested by both groups), and that it would be potentially hazardous for those with reduced mobility.

Other comments from consultees included a perceived over-emphasis of cycling measures in the document, the need for cheaper and more convenient public transport and a call for the extension of ferry operations.

Parking provision

Another aspect of the SUMP that respondents were asked to specifically comment on was parking provision. Though the document's suggestions for parking provision were well received, there was a range of additional comments submitted via the survey.

Several respondents were concerned that lower levels of parking would discourage people from visiting the zone, and that they would make it harder to attract new businesses to the area. There were also concerns about threats to residents' current parking facilities, especially resulting from the arena development.

A suggestion that came up several times was that certain types of driver should be given priority for parking, including those with limited mobility, local residents and users of car club and electric vehicles. An additional suggestion related to parking provision in the zone was that the amount of cycle parking should be increased; this has been taken on board and will be reflected in the updated document.

8.19 Public Realm Guide

Several key themes arose from the feedback given specifically on the Public Realm Guide.

Quality of public spaces

Multiple comments referenced the need for "green" and sustainable to be prominent qualities for public spaces within the Enterprise Zone. It was felt that being green and sustainable underpinned

the other qualities outlined by the guide, and would contribute to better air quality, attract wildlife and enhance the general attractiveness of the space.

The attractiveness of public spaces was another recurring scheme, with several people referencing the need for a high quality built environment around them.

The need for public spaces to be active throughout the day was also referenced, with good lighting after dark.

Particular suggestions included having different types of street furniture, benches by the water, shelters, places for reflection, vegetation and trees.

Ownership of public spaces

Multiple comments referenced the need for local communities to have a sense of ownership of public spaces. This would ensure that they were spaces where people wanted to be, that they were well-used, vibrant and active throughout the day (and year)/

Safety and security

Multiple comments referenced the need to ensure that public spaces were safe and secure, especially at night.

Accessibility

A key aspect of public spaces is that they should be accessible for all, and this is not promoted sufficiently in the document. Ways in which this could be done is seating at regular intervals; segregated pedestrian and cycle ways; Changing Places facilities; sufficient vehicle access and parking.

Other comments

Additional comments and suggestions submitted via this section of the survey included:

- Particular support for the public realm qualities promoted in the Silverthorne Lane area
- There is a need for more affordable housing, and student housing should not be allowed
- The proposals should not compromise residential streets being quiet at night
- There shouldn't be any new bars or late night venues, and existing ones should be looked after
- More should be done to reduce energy demand and generate green energy (e.g. a tidal mill)
- More parking is needed

9.0 Feedback by letter

A number of individuals and organisations responded to the consultation via letter. Concerns raised in these letters are summarized in the following table:

Respondent	Key areas of concern
Natural England	None
Historic England	Impact of tall buildings on listed assets
Environment Agency	Public Realm Guide's Appendix A (Policy Background)
SW Transport Network	Station parking provision Public transport Coach parking

	<p>Listed buildings and need to restore historic pubs</p> <p>Design of bus interchange on Friary</p> <p>Protection of a corridor for future light rail</p>
Rapid Transit Network Co-ordinator, West of England LEP	Retention of protected corridor along the Friary for any future rapid transit
Business West	<p>Need for further market input</p> <p>Consideration of the wider area, including St. Phillips Marsh</p> <p>Transport and access</p>
Bristol Civic Society	<p>Need for area project briefs for priority sites: Temple Meads North (TM01A/B), Temple Gate (TM02A/B) and The Cattle Market (TM06)</p> <p>Viability of the proposed Major Schemes Service within BCC resource constraints</p> <p>Proposed building heights considered too tall</p> <p>Insufficient details on greening the EZ</p> <p>Viability of aspiration for active ground level uses</p> <p>Use of Isambard Walk for vehicles</p> <p>Pedestrian/cycling access from North, West and South and to new station entrance (Brunel Square). Inconsistencies between SF and SUMP</p> <p>Signage and way-finding</p> <p>Silverthorne Lane – need for upfront access improvements to open up development opportunities</p>
Bristol Woman's Voice	Inclusivity issues
Living Easton Heritage and Environmental Group	<p>Heritage issues – station, Cattle Market Road, historic lock gates</p> <p>Protection of a corridor for future light rail</p> <p>Reopen station entrance from Cattle Market Road</p>
Origin 3 on behalf of Wales and West Utilities (owner of Sites SL03C and SL03D -Gas	Designation of Site SL03 (Gas Works) for low rise buildings – likely to make site unviable to develop considering high site remediation costs

Works)	
GVA on behalf of Skanska (owner of Site TM04A-Bristol and Exeter Yard)	<p>Heating and high speed broadband – need for clear timescales and guidance for developments expected prior to its implementation, and more consideration of ‘fabric first’ approach</p> <p>New and enhanced public space – need for Public Realm Guide Part 3 (materials specification) to be prepared quickly and consulted upon</p> <p>Public transport and station improvements-need for landowner engagement, and assurances that sites such as TM04A can proceed in advance of Station Masterplan</p> <p>Temple Gate and Bristol and Exeter Yard – clarification on opportunities for a joint approach</p> <p>Appendix G: Development Quality Expectations – concerns over the expectation for super-major developments to achieve the BREEAM for Communities excellent standard</p> <p>Appendix I: Suggested parking levels considered too restrictive</p>
G Royal London Asset Management (owner of Site TQ03 – Glassfields)VA on behalf of	Site TQ03 (Glassfields) and the aspiration for cafes, restaurants, shops in the retained buildings adjacent to Broad Plain
Barton Willmore on behalf of Temple Way Devco (owners of Site TQ02-Bank Place)	<p>Site TQ02 (Bank Place) and the need to better reflect emerging development proposals currently in pre-app, and specifically the need for greater building height</p> <p>Delivery-greater emphasis required on economic viability, desirability, deliverability and phase-ability</p> <p>SUMP- more information required on expectations for development to contribute to transport infrastructure</p>
GVA on behalf of HCA	<p>Need to improve linkages to Victoria Street</p> <p>Detailed design issues in association to Friary</p>
GVA on behalf of Temple Quay Management Ltd/Bank of Ireland	Use of private estate roads to access the station
Barton Willmore	Plan-making should extend beyond EZ boundary to consider St. Phillip’s Marsh, Redcliffe and Victoria Street

	<p>Imbalance between new jobs and homes in favour of jobs</p> <p>SUMP/Appendix I: Suggested parking levels considered too restrictive</p> <p>Heat Network – further information required</p>
Alder King on behalf of Landowner, Silverthorne Lane area (sites not specified)	<p>Silverthorne Lane area, and specifically:</p> <ul style="list-style-type: none"> • greater flexibility on building heights • need for more housing, a market-led approach to land use and increase in frontages where active ground floor uses are proposed • review of flood risk zones • significance and condition of heritage assets and desire for greater flexibility in dealing with heritage assets • accessibility, particularly along the waterfront • need to factor in high quality public realm into viability assessments
Tetlow King on behalf of Premier Forest Estates Ltd (landowner of SLO2C and D)	<p>Silverthorne Lane area, and specifically:</p> <ul style="list-style-type: none"> • greater flexibility on building heights (particularly considering viability issues in delivering • need for more housing, and the promotion of a broader range of jobs (beyond B1 and A2 uses) • flexibility on parking standards • removal of requirement to retain small building on canal inlet • desire to promote ferry stop at inlet
Warren Marsh	Access to the north side of station for public transport, vehicles and servicing
Suadd Walker	Mobility issues. Shared/segregated space

10.0 Feedback from events

10.1 West of England Joint Scrutiny Committee

A presentation of the Framework, focusing on the Temple Meads area, was given. Questions from the committee members followed. The committee members were supportive of the aspirations and direction of the Framework and were clear in their desire to see significant progress made toward delivering regeneration of Bristol Temple Meads station.

10.2 Key Stakeholders' briefing

After a presentation of the Framework was given, questions were taken from attendees. The following list sums up the concerns raised through this discussion.

- Effective implementation of simplified planning, especially with respect to mixed use and retail; in particular, the “500sqm rule”;
- Parking issues are currently constraining growth at Paintworks, and these could be alleviated by a Park and Ride between Paintworks and the arena;

- Support for pedestrian and cycle routes along the river, but query as to how the Spatial Framework proposals fit with other works that are currently underway, such as the new bridge in Keynsham.
- The need to take account of existing communities, in particular those that are closest to the area and most densely populated. Residents from these communities must be able to walk and cycle safely into the area. This needs to be manifested in actual physical routes.
- Public transport links – in particular, how buses will arrive in and travel through the area;
- Incongruity of shared pedestrian and cycle routes and the city’s ambition for 20% cycling in 5-6 years;
- Legibility of the transport interchange at Temple Meads if taxis are separated from buses;
- The Friary: there should be a right turn into the Friary; can the Friary’s capacity be increased by using Temple Gate East to aid the flow of buses;
- Potential for Bristol and Exeter Yard to be a bus stop;
- The impact of the potential sale of Temple Meads station;
- Feasibility of Temple Meads station redevelopment;
- The need for smaller scale enterprise at street level between the train station and the city centre (especially around Victoria Street).

10.3 Members’ briefing

This was primarily an information session to brief members on the content of the Framework. However, some items of feedback arose through the meeting, and these are listed below.

- The way in which cycle paths in the Enterprise Zone connect with those just outside it, such as Clarendon Road and Bedminster Bridge;
- The need for improvements on Bath Road (across all modes of transport);
- Future-proofing plans so that new technologies such as driverless cars can be accommodated;
- Connectivity and legibility between the Enterprise Zone and the city centre;
- The need to retain accessible parking close to the station;
- The potential relocation or need to retain premises for businesses currently based around Silverthorne Lane;
- The need for facilities such as schools if residential uses are proposed;
- Need for lab / research and development space.

10.4 Taxi Forum

This was primarily an information session, and attendees were advised to submit comments via the public consultation. However, one attendee asked about the new eastern entrance to Temple Meads station and whether there were any revised plans for a drop-off area for residents who are planning to use platform 15 (the platform for inter-city rail), possibly located at Avon Street.

10.5 Public briefing

After a presentation of the Framework was given, questions were taken from attendees. The following list sums up the concerns raised through this discussion.

- Industries and businesses currently based in the area will be pushed out if they do not fit in with the Enterprise Zone’s key sectors (e.g. industrial uses);
- The potential for Bristol and Exeter Yard to be used for buses;

- The need for the zone to have a vibrant mix of uses, including smaller workspace, workshops and artist space;
- There needs to be consideration of the impact of development including the need for more schools, parks and facilities.

10.6 Business West – Chamber and Initiative briefing

Following this briefing session, a formal response was submitted by Business West – Chamber and Initiative, the key points of which are summarised in the table in section 9.0. The notes from this session are included in Appendix K.

11.0 Key issues raised and team responses

Having reviewed the comments that have been provided through the survey, letter and at events, the key issues arising from the consultation have been distilled, and a response has been set out. The Spatial framework (SF) will be amended in line with these responses.

11.1 Table of more detailed issues and individual responses

Development layout
<p><i>Concern about the loss of historic assets, particularly local pubs, and requests for greater flexibility with respect to the reuse and adaptability of heritage assets (both listed and non-listed) in Silverthorne Lane (issues raised by property agents).</i></p> <p>Response:</p> <ul style="list-style-type: none"> • The Heritage Assessment that accompanies the Spatial Framework provides a rigorous analysis of the historic fabric of the area. The Spatial Framework remains committed towards delivering a heritage-led regeneration of the Silverthorne Lane area. The Spatial Framework is considered to provide the appropriate balance between protection of heritage assets and opportunities for reuse and adaptation, consistent with national planning policy and legislation. • A section will be added on building retention, which sets out the importance of both the listed and non-listed assets; • Listed boundary walls and non-listed assets will be added to the plan, differentiating between the two; • A strong rationale will be provided for the retention of non-listed assets such as the Cattle Market Tavern, Grosvenor Hotel, Collett House, and the building on the canal inlet, clarifying that it is not possible to insist on their retention; • The document will be cross referenced to the Heritage Assessment. <p><i>Concern that there is too much development and not enough public space</i></p> <p>Response:</p> <p>It is difficult to increase the amount of public realm space without undermining the viability of development in the area.</p>
Development form
<p><i>Whilst the majority of survey respondents were supportive of the building heights being proposed, land owners generally wanted the ability to build higher (particularly in the Silverthorne Lane area) and organisations such as the Bristol Civic Society and Historic England had concerns that buildings were too high in certain locations</i></p> <p>Response:</p> <ul style="list-style-type: none"> • Following further visual assessment work to consider concerns which were raised, we are confident

that the development form guidelines provided are robust and allow for the most intense development form possible without causing harm to the area's historic assets. However, a proposal for a tall building along Bath Parade (BCC owned site directly opposite Temple Meads Station on Temple Gate) has been reduced in height so that it will not have a negative impact on the view to St. Mary Redcliffe Church from Prince Street Bridge.

- The document text will be strengthened in respect to buildings around Temple Meads station not appearing above the roofline of the station complex when viewed from the ramp;
- We will confirm the quantum of development proposed through the SF, and ensure consistency throughout;
- A new category showing 1-storey pavilion buildings will be added to the key;
- View corridors relating to the incorporated masterplan for Temple Quay North Shore will be added;
- Opportunity for focal building on Totterdown Reach (to be consistent with 3D model) will be added.

Land use

General support was shown for proposed land use but a high proportion of those who responded wanted to see more residential and less employment uses;

Requests to review housing/employment split to address concerns that there is insufficient housing to create a balanced community and to meet housing targets for the WoE region (Business West/property agents), and to ensure that the EZ properly provides sufficient affordable housing;

Clarity sought on the types of housing intended, with aspirations that there should be more affordable, council and social housing within the mix. Some concerns were raised about the inclusion of student housing and buy to let properties.

Response:

- Land use guidance has been updated to allow most sites within the EZ (excluding those immediately adjacent to the Station) to incorporate between 40-60% of the floorspace as residential. This will facilitate an element of residential development at most locations in the EZ, enhance the potential for development viability and discourage single use areas being created.
- Reference to adopted housing policy has been added in respect to affordable housing provision (Policy BCS17 of the Core Strategy and Policy DM3 of the Site Allocations and Development Management Policies).
- Greater clarity will be provided on affordable housing provision promoted throughout the Spatial Framework (40% to north of the River Avon, 30% to the south). The approach to affordable housing will be consistent with Local Plan policies

Requests that a broad range of jobs should be promoted within EZ, not just office jobs

Response: A clearer definition of employment uses to include (B1, C1, D2, A2, A3 and A4) will be provided;

Requests to review rationale for allocating sites for residential/employment led-uses in Silverthorne Lane, and to consider promoting more active ground floor uses along Feeder Canal and Harbour (issue raised by property agents)

Response: Frontages where active ground floor uses are being promoted will be added to the plan, increasing the scope for such uses where higher footfall is expected.

Requests for retail (including supermarkets and convenience stores selling essentials), a vibrant night time economy, leisure uses and community facilities (such as schools and doctors' surgeries)

Response:

- A section relating to 'Community Infrastructure' will be added, making reference to the facilities that

<p>a new community would require within a walking catchment area;</p> <ul style="list-style-type: none"> • Confirm that there is a need for a secondary school in the city centre, and the sites within the EZ under consideration. <p><i>Concerns over the obstacles to delivering small scale retail outside the central Area (Verve Properties)</i> Response: Clarification will be provided on adopted policy in respect to retail provision and how it differs inside and outside the Central Area.</p> <p><i>Concern that large floor plate businesses do not dominate, and there are opportunities for small and independent businesses.</i> Response: The Spatial Framework provides a context for developments accommodating businesses of varying scales. The Spatial Framework will be updated to clarify what is meant by ‘flexible workspace’ as referred to in the planning policy, highlighting two local examples – The Paintworks and Engine shed – both of which provide space for small independent businesses</p>
<p>Heating and high speed broadband networks</p> <p><i>Strong support for the provision of heat networks and high speed broadband. However, the development community sought greater certainty over phasing, and greater flexibility over meeting environmental performance standards, and sustainability practitioners wanted greater recognition of a range of environmental concerns and the range of measures that could address these concerns. The public wanted to understand more about the nature of the energy centres and whether they would be polluting.</i></p> <p>Response:</p> <ul style="list-style-type: none"> • Retitle the section ‘Environmental Design and Construction’, setting out the relevant policy background, and how this might be achieved in the EZ; • Incorporate comments by the Sustainability Team including need to include Bristol’s CO₂ reduction targets, the importance of dealing with the cumulative and operational construction phase impacts and the importance of recognising the risk of overheating; • Reframe the guidance to emphasise that the proposed heat network is one of a range of measures that contribute towards meeting policy requirements (others include a fabric first approach, green roofs, solar PV, maximising solar gain for heating, reducing plan depths to enable natural ventilation and reduce cooling demand etc.); • Incorporate further details about the energy centres themselves; • Restate the need for buildings to achieve a BREEAM ‘excellent’ rating, and super schemes to achieve a BREEAM communities ‘excellent’ rating. • The suggestion that the Spatial Framework should simplify standard conditions in terms of when BREEAM Certificates can be submitted has been rejected as this is too detailed for a strategic document
<p>New and enhanced public spaces</p> <p><i>Concerns that insufficient public open space is being promoted, streets and spaces were not sufficiently ‘green’, that guidance did not sufficiently address accessibility concerns and that no play spaces were being promoted.</i></p> <p>Response:</p> <ul style="list-style-type: none"> • The Local Plan sets out the council’s approach to open space provision; proposals would be expected to comply with Local Plan policy • The Spatial Framework promotes the creation of an additional 2.5ha public space, improving 5ha of existing space and opening up and reanimating 3.5ha of historic yard spaces. It also identifies green spaces just outside the EZ which should be improved to support the new community (Spark Evans Park and St. Mary Redcliffe Cemetery). • Text will be strengthened in terms of accessibility concerns; • The existing play space in The Dings will be identified, as well as opportunities for formal and

<p>informal play spaces within Temple Quarter near Totterdown Basin and Avon Street Market</p> <ul style="list-style-type: none"> Existing and proposed street tree canopy will be added to the plan, and text will be strengthened to include the aspiration to double tree canopy.
<p>Pedestrian route improvements</p> <p><i>Access for the disabled (physical and otherwise) and those with limited mobility was seen as a priority, and perceived to be currently underrepresented in the SF</i></p> <p>Response:</p> <ul style="list-style-type: none"> Text will be strengthened to provide greater emphasis on disabled access, ensuring that this aspiration informs the proposed Station Masterplan to be commissioned by Network Rail A better photo selection to reflect all Bristol’s communities, including those with disabilities, to be used. <p><i>Many respondents felt that the use of shared pedestrian/cycle routes should be completely avoided.</i></p> <p>Response:</p> <ul style="list-style-type: none"> Whilst the Framework sets out the strategic aspirations for the pedestrian and cycling route networks, it does not prescribe whether these routes are shared or segregated – this more detailed issue will need to be addressed for individual public realm projects at the detailed design stage, drawing on emerging guidance on shared space policy currently being prepared by Bristol City Council. Pedestrian and cyclist routing in the busy Temple Gate area will be updated to reflect consultation feedback to the related Temple Gate project which centred on the need to improve segregation between cyclists and pedestrians <p>Additional changes:</p> <ul style="list-style-type: none"> A new layer plan is to be provided setting out the way-finding infrastructure required in the area; Expand tertiary route network from Avon Street to Albert Road; Aspiration to extend the Bristol to Bath Rail Path beyond Trinity Street (aka the Dings Path) to be added; Route 9 to be re-routed along the north shore of the harbour rather than Midland Road.
<p>Quayside walkways and bridges</p> <p><i>Strong support for proposals for quayside walkways and bridges, but many thought that access to the waterways could be promoted even further, particularly along the north shore of the Feeder Canal, with a specific request to open the historic lock gates at Totterdown Basin.</i></p> <p>Response:</p> <ul style="list-style-type: none"> A continuous path along the north side of Feeder Canal would not be feasible- the creation of a pontoon adjacent to the St. Vincent’s Works would not be practical in terms of navigation along canal nor desirable in townscape terms ; Suggestion to restore lock gates at Totterdown Basin has been considered, however a clear operational justification for this was not evident; Plans will be amended as necessary to show the proposed Silverthorne Bridge; Opportunities to extend riverside path between Totterdown Reach and the Paintworks will be explored further.
<p>Cycle route improvements</p> <p><i>Many respondents felt that the use of shared pedestrian/cycle routes should be completely avoided, and that there was a need for clearer physical indication of cycleways</i></p> <p>Response:</p> <ul style="list-style-type: none"> Whilst the Framework sets out the strategic aspirations for the pedestrian and cycling route networks, it does not prescribe whether these routes are shared or segregated – this more detailed issue will need to be addressed for individual public realm projects at the detailed design stage, drawing on emerging guidance on shared space policy currently being prepared by Bristol City Council. Pedestrian and cyclist routing in the busy Temple Gate area will be updated to reflect consultation feedback to the related Temple Gate project which centred on the need to improve segregation

between cyclists and pedestrians

- Aspiration to extend the Bristol to Bath Rail Path beyond Trinity Street (aka the Dings Path) to be added;
- Remove Routes 3 and 5 from the plan in recognition that these improved routes have been primarily designed for pedestrian access to the bus hubs;
- Provide additional text explaining cycle access through arena island (short term-lift and gully in steps) (long term-ramp);
- Colour coding to routes will be corrected.

Public transport and station improvements

Majority of responses expressed support for the various potential improvements outlined, albeit with the following issues being identified:

Insufficient emphasis given to access for the disabled (physical and otherwise) and those with limited mobility when considering the distance between transport stops and popular destinations, and when planning the transport interchange

Response:

- Planning policy requires the needs of people with disabilities to be considered in all proposals. Schemes promoted by Bristol City Council will be subject to rigorous Equality Impact Assessments which will ensure that the needs of vulnerable users are built into the design of schemes.
- Opportunities for strengthening the text regarding accessibility issues will be explored throughout the document.

Requests for bus stops (including Park and Ride and MetroBus) to be closer to the train station, requests to keep taxis and buses together and requests to relocate taxi ranks to the Friary

Response: Locations of bus stops have been fully considered through the Temple Gate project, with stops being relocated closer to the station wherever possible. Network Rail will need to further consider taxi and bus locations as part of their Station Masterplan. However, it is unlikely that buses and taxis will be kept together due to the conflicts that already exist. On-going discussions with bus and taxi companies have demonstrated support for separating modes as proposed in the SF, with buses moved to the Friary and taxis retained on the ramp.

Additionally, an additional taxi rank area will be incorporated on the eastern side of the station on Feeder Road/Albert Road as per the Transport Assessment for the arena;

Requests to relocate the coach station next to the train station

Response: Suggestion to relocate coach station next to train station has been considered before, however a clear operational justification for their co-location was not evident.

Requests to locate a coach park in the EZ

Response: A feasibility study is currently underway looking at appropriate sites for the coach park, and is unlikely to be decided in time for SF publication.

Concerns that connections by bus to the east of the city from the station are inadequate

Response: The creation of a new bus route and stops along Avon Street and Albert Road has initial support from the bus companies and could enable new routes serving the east of Bristol to come close to the station. Plans to be updated to show this.

Requests to utilise the canal inlet for a new ferry stop

Response: Include aspiration to extend the ferry service as far as the harbour inlet on the Feeder Canal.

Requests to provide a protected corridor for a future rapid transit scheme along The Friary

Response: Request to provide a protected corridor for a future rapid transit scheme along The Friary was rejected as this scheme no longer features in the JSTP or Core Strategy.

Requests to retain a right turn into the Friary following the remodelling of Temple Gate, with a suggestion that this might be for bus only

Response: A right turn into the Friary was considered during the design of the Temple Gate scheme but not included due to the impact it would have on the efficient operation of the junction, and that it would prevent the realisation of significant pedestrian and cycle benefits, namely the single stage crossing.

Request to reopen the old station entrance from Cattle Market Road

Response: Network Rail has stated that the idea of reopening the old station entrance from Cattle Market Road is not possible as it could not be made DDA compliant.

Changes to highway access

Concerns about the use of estate roads within Temple Quay South to access the train station, and related concerns about the detailed design of The Friary as part of the transport interchange

Response:

- Concerns expressed about the estate roads including the Friary are being addressed through a separate but related consultation on Temple Gate as they are of a more detailed nature that falls outside the scope of the SF;
- The base plan will be amended to remove the break in the Friary, i.e. show Friary connecting with the estate road network through Isambard Walk and Temple Back East (amend other plans as necessary).

Explore opportunities for enhancing vehicular access from the East (Business West)

Response: Update text and plans to show improved vehicular access to beneath the rail tunnels on Avon Street and Anvil Street

Place Plan: Temple Meads City Gateway

The comments submitted on the Place Plan to a certain extent replicated comments outlined in the preceding sections

Response: Section to be updated to reflect responses made in preceding section.

Place Plan: Temple Quay

The comments submitted on the Place Plan to a certain extent replicated comments outlined in the preceding sections

Response: Section to be updated to reflect responses made in preceding section.

Consideration should be given to greater building heights (agents acting on behalf of land owners in the area)

Response: Greater building heights have been tested extensively through the 3D model and rejected where they have exceeded the roofline of the station complex from the ramp, or had a poor relationship with the Dings. Further testing/dialogue has confirmed the need for building layouts to conform with the adopted masterplan for the area, thus ensuring view corridors back to Old Market/Gardiner Haskins are provided.

Place Plan: Silverthorne Lane

The comments submitted on the Place Plan to a certain extent replicated comments outlined in the preceding sections

Response: Section to be updated to reflect responses made in preceding section.

Identify any room for flexibility in respect to the reuse and adaptability of heritage assets in Silverthorne Lane (Alder King)

Response: Retention and re-use of the area’s historic assets is an important component of the Spatial Framework. The Heritage Assessment that accompanies the Spatial Framework provides a rigorous analysis of the historic fabric of the area, and the Spatial Framework remains committed towards delivering an innovative regeneration of this area which capitalises on the appropriate retention and re-use of its distinctive heritage assets.

Place Plan: Avon Riverside

The comments submitted on the Place Plan to a certain extent replicated comments outlined in the preceding sections

Response: Section to be updated to reflect responses made in preceding section

Additional changes:

- Update plans in light of the approved TA for the arena, providing taxi drop-off on Avon Street and Feeder Road, coach drop-off further north along Albert Road, and a Park and Ride stop between Paintworks and the arena;
- Strengthen text in respect to site AR01B (Arena Island), to ensure it creates a positive first impression to commuters arriving by train ;

Sustainable Urban Mobility Plan

There was a high level of support for approach and proposals, with some concerns:

Although suggested parking levels for employment uses were well received, concerns were expressed that they may be too restrictive. Some property agents and Business West, wanted proposals soft market tested, and a parking strategy to be prepared for the EZ which can become formal policy for off-street parking

Response:

As outlined in the SUMP the advised parking standard for businesses in the Enterprise Zone is set at 1 space per 600m². This level of advised parking for the BTQEZ is derived from a number of factors including:

- Extensive modelling of the number of additional vehicles that can be accommodated on the highway network resulting from additional development in the BTQEZ
- Comparative maximum parking standards used in London and the Core Cities
- The location of the BTQEZ in terms of existing access to sustainable travel alternatives
- Evidence from businesses already established in the BTQEZ
- In line with the council’s Central Area Plan policy on city centre parking

Insufficient emphasis placed on ensuring that all aspects of the Enterprise Zone were easily navigable by the disabled, elderly, families and those with mobility issues.

Response: Individual highway interventions within the BTQEZ will be subject to rigorous Equality Impact Assessments which will ensure that the needs of vulnerable users are built into the design of schemes. A note on the accessibility of the BTQEZ by vulnerable groups has been added to the list of SUMP objectives.

Concern that routes shared by pedestrians and cyclists are dangerous and instead need to be segregated

Response: The SUMP does not prescribe whether cycle routes within the BTQEZ are shared or segregated – this more detailed issue will be addressed at individual scheme level drawing on emerging guidance on shared space policy currently being prepared by Bristol City Council.

Public Realm Guide

Strong support for the public realm qualities proposed, albeit with opportunities to strengthen the guidance in response to comments made more widely on the SF

Changes made:

- Provide greater clarity on the approach to shared/segregated space, drawing on new BCC guidance which promotes segregation in most situations and supported with best practice images;
- Text to be strengthened to provide greater emphasis on disabled access, with better photo selection to reflect all Bristol's communities including those with disabilities;
- Amend to reference the dispersed nature of the proposed transport interchange (HCA suggestion) and remove reference to the Friary as the transport interchange;
- Strengthen message regarding 'creation of places that foster economic and social interaction within an 'intimate' urban environment, including both larger public squares and smaller spaces that create a sense of place as people move through and interact within the area' as per HCA comments;
- Incorporate comments by Sustainability Team where relevant.

Other/general

Market viability and awareness required across the EZ, not just the core sites (Business West)

Response: EZ Team to liaise further with Business West on how this may be achieved in future iterations of the Spatial Framework, and in particular in Silverthorne Lane area

Further consideration of how Temple Quarter relates to the surrounding areas (Business West)

Response: Future iterations of the Spatial Framework are likely to incorporate an expanded EZ area

Need to reassess PIWA designation in St. Phillips Marsh (Business West)

Response: Future of areas such as St. Phillip's Marsh outside the scope of the Spatial Framework as this is not within the Enterprise Zone. The planning status of St. Philip's Marsh will be considered in the review of the Bristol Local Plan.

Inclusion of land to the north of Silverthorne Lane within the Spatial Framework (Alder King)

Response: This site was considered through the site allocation process in connection with the Local Plan and was rejected for inclusion as it is operational land required by Network Rail and is safeguarded in the Local Plan for railway purposes.

Include the Friary in 'improvements to existing public space' (HCA)

Response: The Friary is a street typology not a public space typology. It is therefore dealt with elsewhere in the SF

Listed buildings missing from Appendix C

Response: Appendix C to be amended to correctly show all listed buildings

Sites in Silverthorne Lane missing from Phasing Plan

Response: Phasing plan to be amended to reflect known development inquiries

Many respondents felt that there needed to be an overarching aesthetic and architectural vision for the area.

Response: The role of the guidance is to set the urban design parameters that schemes must conform too. The Major Scheme Service described in Section 5 has been designed to deliver high quality schemes through the use of design review at the appropriate time

Greater focus on 'greening' within the EZ, including green spaces and environmentally friendly buildings and infrastructure.

Response: Section on Heat Networks to be retitled as 'Environmental Performance', and this will incorporate guidance on a range of environmental measures

Undertake a more comprehensive transport analysis and input linked to a city centre access and movement strategy

A Transport Study has already been completed that was used to secure funding for a first phase of infrastructure improvements considered necessary to facilitate growth in the BTQEZ. Further transport assessment will be undertaken as part of the Joint Transport Study for the West of England and the Council's ongoing work transport planning work for the city centre and the wider city as a whole. Further measures for the BTQEZ are then likely to be proposed as part of future iterations of the SUMP.

Review Flood Zone designations as some areas previously in Zone 3 (Silverthorne Lane) may now be in Zone 2 as a result of flood defence improvements (Alder King)

Response: Flood Zones 2 and 3 do not take account of defenses, and so changes to flood defenses would not change the extent of the flood zones. Defenses are taken into account later on, after the sequential test has been passed, when a proposed development is being assessed to establish whether it will be safe for its lifetime (including the provision for safe access/escape), taking account of the effects of climate change.

12.0 Appendices

The remainder of this document is made up of the appendices, which cover the following:

Appendix A: Key Stakeholders' session invitees

Appendix B: Postcard

Appendix C: Digital screen slide

Appendix D: Exhibition boards

Appendix E: Sample Presentation

Appendix F: West of England Joint Scrutiny Committee Paper

Appendix G: Key Stakeholders meeting notes

Appendix H: Members' briefing notes

Appendix I: [Relevant] Taxi Forum minutes

Appendix J: Public meeting notes

Appendix K: Business West – Chamber and Initiative meeting notes

Appendix L: Quantitative online survey data

Appendix M: Feedback by letter summary

Appendix A: Key Stakeholders' session invitees

Various Bristol City Council teams: Sustainability, Employment and Skills, Ecology, Energy, Public Health, Economic Development, Housing, Major Projects, Equality and Community Cohesion, Gypsy, Roma and Traveller, Festivals and Events, Harbour Estate

Ward Councillors for: Brislington West, Lawrence Hill, Ashley, Easton, Knowle, Filwood, Windmill Hill, Cabot and Brislington East

MPs for: Bristol South, Bristol West, Bristol East and Bristol North West

Representatives from the following organisations (in alphabetical order):

- Abus
- Alder King
- Alec French Architects
- All Aboard Watersports (Bristol Community Sailing School)
- Arnos Vale Cemetery Trust
- Arnos Vale Residents Association
- Avon and Somerset Constabulary
- Avon and Somerset Police Commissioner
- Avon and Wiltshire Mental Health Partnership NHS Trust
- Avon Bat Group
- Avon Fire & Rescue
- Avon Wildlife Trust
- Baltic Wharf Sailing Club
- Barton Hill Settlement
- Bath and North East Somerset Council
- Bath Road Studios
- Bedminster Town Team Limited
- Bristol Ariel Rowing Club
- Bristol BME Voice
- Bristol Bus Users
- Bristol Cats & Dogs Home
- Bristol City Youth Council/Youth Mayors
- Bristol Civic Society
- Bristol Clinical Commissioning Group
- Bristol Community Transport
- Bristol Cruising Club
- Bristol Cultural Development Partnership
- Bristol Cycle Campaign
- Bristol Cycle Forum
- Bristol Diving Club
- Bristol Ferry Boats
- Bristol Gig Club
- Bristol Hackney Taxis
- Bristol Industrial Archaeological Society
- Bristol International Airport
- Bristol Multi-faith Forum
- Bristol Older People's Forum
- Bristol Physical Access Chain

- Bristol Property Agents Association
- Bristol Property Forum
- Bristol Ramblers
- Bristol Sailing School
- Bristol Society of Architects
- Bristol Urban Design Forum
- Bristol Water plc
- Bristol Women's Voice
- Bristol Workplace Travel Network
- Bristol Youth Links
- BS3 Planning Group
- Business West
- Cabot Cruising Club
- Campaign for Better Transport
- Canal River Trust
- Cardiff Council
- City of Bristol Rowing Club
- Civil Aviation Authority
- Conservation Advisory Panel
- Crest Nicholson
- Destination Bristol
- DHL
- Dings Community Association
- Disability Equality Forum
- Disabled Children's Services
- DTZ
- Easton and Lawrence Hill Neighbourhood Management
- Easton and Lawrence Hill Neighbourhood Partnership
- Easton and Lawrence Hill Planning Group
- EE
- Engine Shed
- Environment Agency
- Federation of Small Businesses
- First Bristol
- First Great Western
- Freight Transport Association
- Friends of Avon New Cut
- Friends of Suburban Bristol Railways
- Gloucestershire County Council
- Greater Brislington Neighbourhood Partnership
- GVA Grimley
- Hannah Moore Primary School
- HCT Group
- Healthwatch Bristol
- Highways Agency
- Historic England
- Homes and Communities Agency
- Invest Bristol and Bath
- Joint Local Access Forum

- Learning Partnership West
- LGBT Bristol (The Bristol Lesbian, Gay, Bisexual and Transgender Forum)
- LinkAge
- Living Heart for Bristol
- Living Streets
- Marine Management Organisation
- National Grid
- Natural England
- NHS England
- NHS South West
- North Bristol NHS Trust
- Number Seven Boat Trips
- O2 - Telefónica UK Ltd
- Office of Rail Regulation
- Old Market Neighbourhood Planning Forum
- Old Market Quarter Neighbourhood Planning Network
- Open Spaces Society
- Origin 3 Planning
- Public Health England
- Redcliffe Community Forum
- Redcliffe Futures Group
- Redcliffe Neighbourhood Development Forum
- RIBA
- Road Haulage Association
- Somerset County Council
- South Gloucestershire Council
- South West Transport Network
- South Western Ambulance Service NHS Trust
- St Mary Redcliffe and Temple School
- St Mary Redcliffe Primary School
- St Philips Marsh School
- SW Ambulance Service
- Taxi Forum
- The Architecture Centre
- The Bristol Packet Boat Trips
- The Coal Authority
- Three Mobile
- Totterdown Residents Association
- TownCentred
- Transport for Greater Bristol Alliance
- University Hospitals Bristol NHS Trust
- University of Bristol Rowing Club
- University of Bristol Sailing Club
- Verve Properties
- Victoria Park Primary School
- Vodafone Ltd
- VOSCUR
- Wales and West Utilities
- Way Out West

- Wessex Water
- West of England Local Enterprise Partnership
- West of England Nature Partnership
- Western Power Distribution
- Windmill Hill City Farm
- Windmill Hill Community Association
- Windmill Hill Planning Group

Appendix B: Postcard



Have your say on the future development of Bristol Temple Quarter

The Bristol Temple Quarter Enterprise Zone is one of the largest urban regeneration projects in the UK. The Bristol Temple Quarter Spatial Framework is an important planning tool to guide and shape future development in the area, it seeks to deliver quality places for people and high quality urban design.

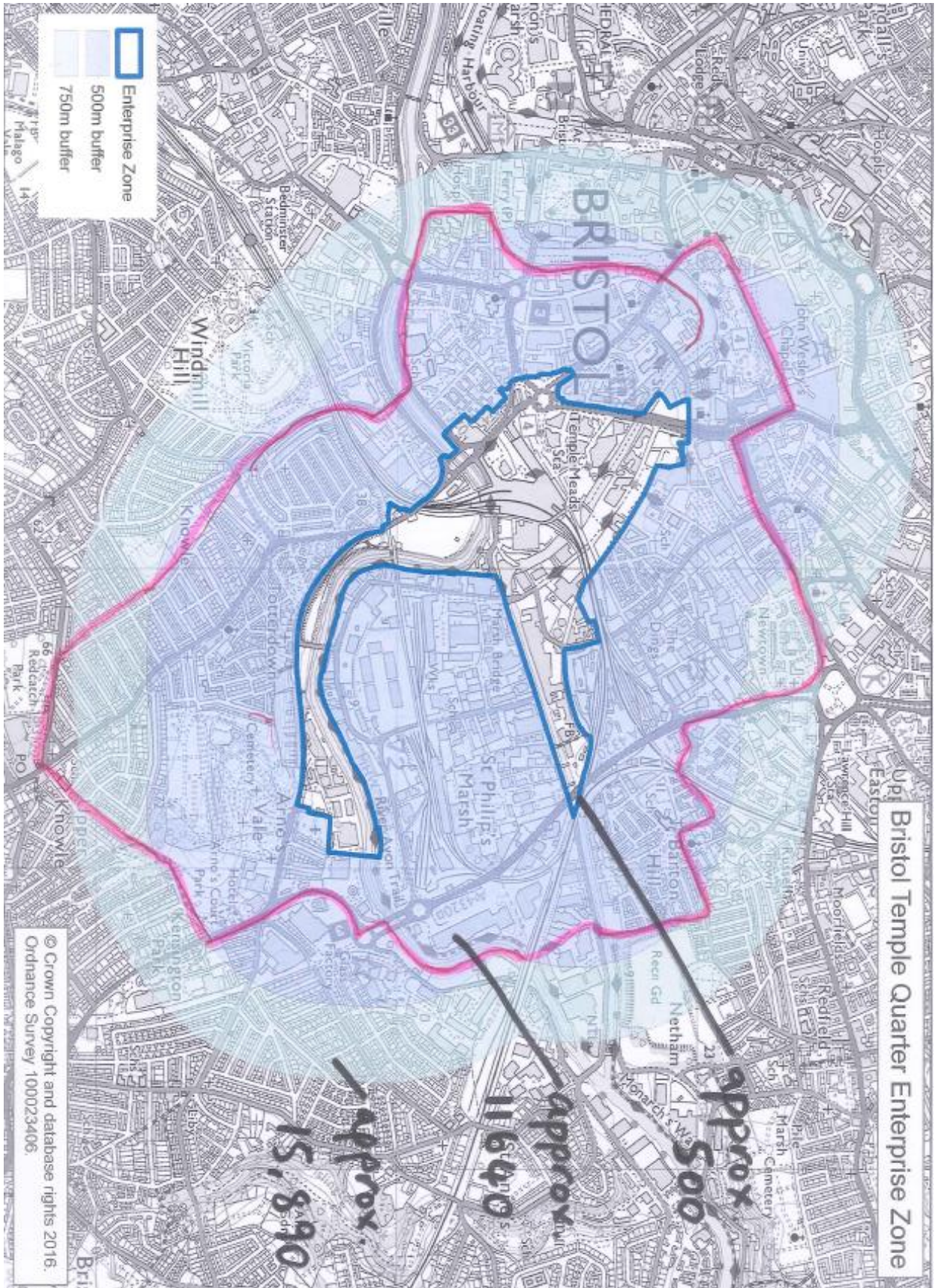
We're keen to hear your views on it, and on two companion documents: the Sustainable Urban Mobility Plan and the Public Realm Guide.

Information session

- Engine Shed, Station Approach, BS1 6QH on Monday 14th March, 5.30pm – 7pm.
- Copies of the documents will be available from 3 March at www.bristoltemplequarter.com/spatialframework and in local libraries. The deadline for comments is 14th April 2016.



The postcard



The pink line shows the boundary of the postcard distribution area

Appendix C: Digital screen slide



Help shape
a new city
quarter

www.bristoltemplequarter.com/spatialframework

 Bristol Temple Quarter
Enterprise Zone



Appendix D: Exhibition boards

SHAPING A NEW CITY QUARTER

How the Quarter Fits into the Spatial Framework

Key Development Objectives:

- 1. Create a vibrant, walkable community
- 2. Integrate high-quality public spaces and green infrastructure
- 3. Provide a mix of housing and commercial uses
- 4. Enhance connectivity and accessibility
- 5. Preserve and enhance natural resources
- 6. Create a sense of place and identity
- 7. Support economic growth and job creation
- 8. Enhance safety and security
- 9. Promote sustainability and resilience
- 10. Foster a sense of community and belonging

Place-Making Objectives:

- 1. Create a sense of place and identity
- 2. Enhance connectivity and accessibility
- 3. Support economic growth and job creation
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SHAPING A NEW CITY QUARTER

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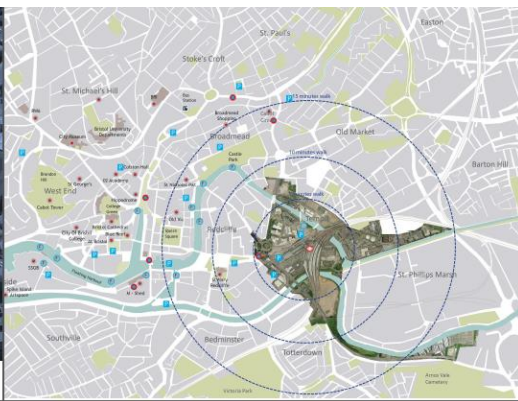
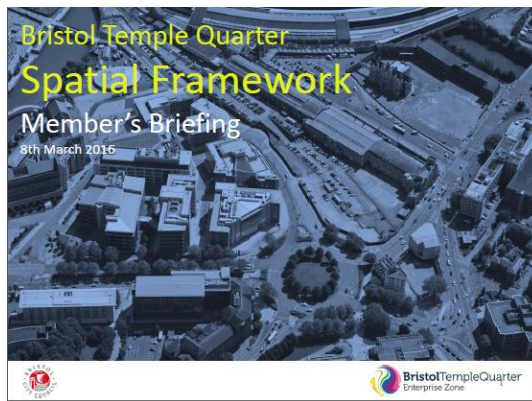
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Appendix E: Sample Presentation



Bristol Temple Quarter Enterprise Zone
The Spatial Framework 2016

Consultation documents

Plan Directorate, Bristol City Council, March 2016

Bristol Temple Quarter Enterprise Zone
The Spatial Framework 2016

Proposed engagement and consultation

Planning status = Material consideration

www.templequarter.com/spatialframework

Plan Directorate, Bristol City Council, March 2016

Bristol Temple Quarter Enterprise Zone
The Spatial Framework 2016

Spatial Framework aims

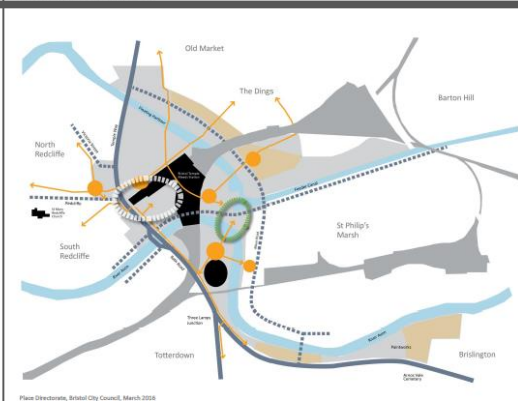
Plan Directorate, Bristol City Council, March 2016

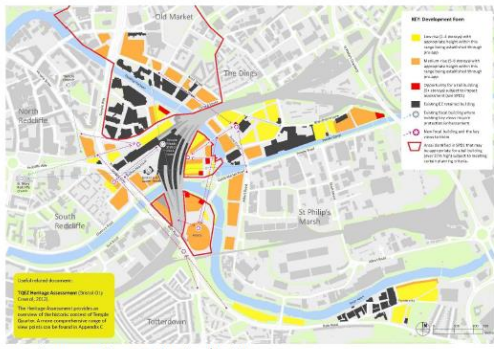
Bristol Temple Quarter Enterprise Zone
The Spatial Framework 2016

A framework of layers

- Proposed urban structure layer**
 - Development layout
 - Development form
 - Land use
 - District heating and high speed broadband networks
- Proposed public realm and movement layer**
 - New and enhanced public spaces
 - Pedestrian route improvements
 - Quayside and bridges
 - Cycle route improvements
 - Public transport and station improvements
 - Changes to highway access
 - Wayfinding and information
- Existing context layer**
 - Historic environment
 - Ecology, landscape and water
 - Community and land use
 - Transport and movement

Plan Directorate, Bristol City Council, March 2016

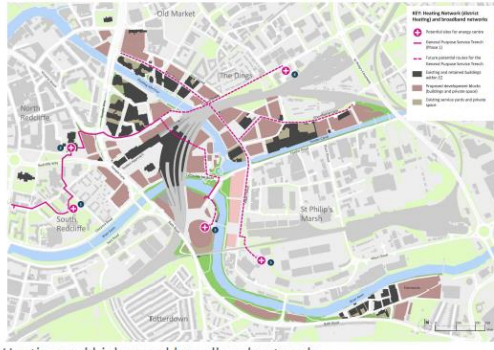




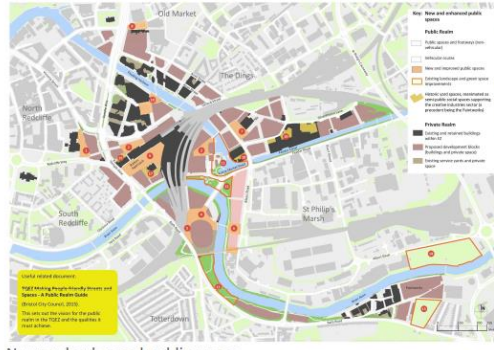
Development form – density/heights
City Design, January 2008



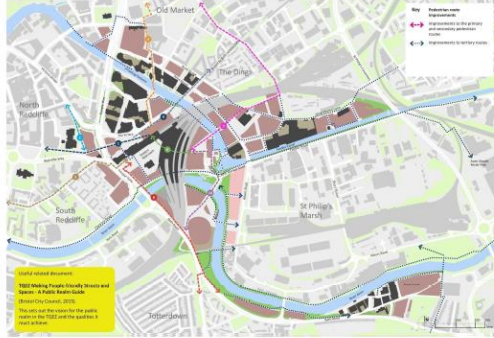
Land use
City Design, January 2008



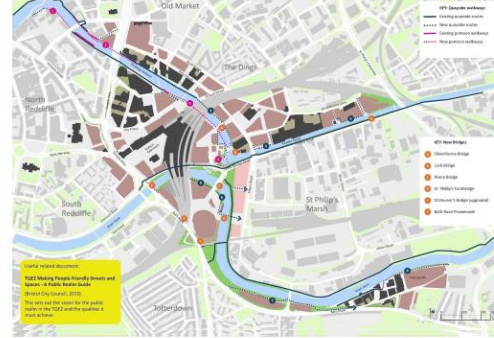
Heating and high speed broadband networks
City Design, January 2008



New and enhanced public spaces
City Design, January 2008

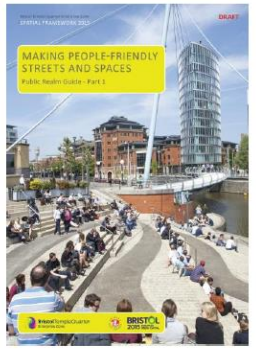


Pedestrian route improvements
Place Directorate, Bristol City Council, March 2008

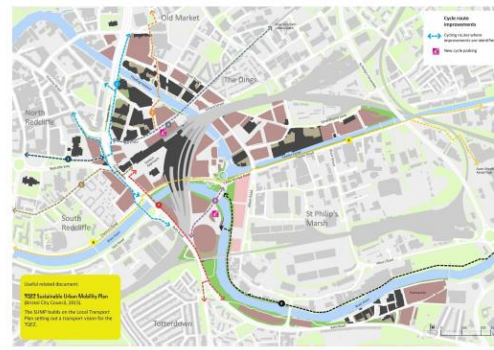


Quayside walkways and bridges
Place Directorate, Bristol City Council, March 2008

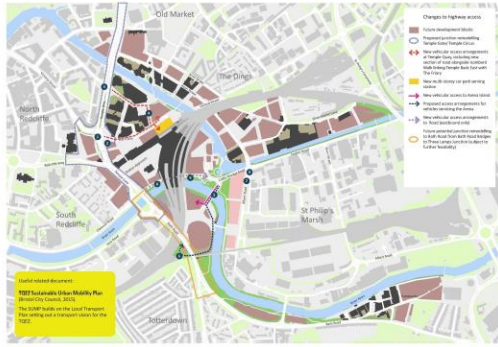
Bristol Temple Quarter Enterprise Zone
The Spatial Framework 2016
Public Realm Guide



Place Directorate, Bristol City Council, March 2008



Cycle route improvements
Place Directorate, Bristol City Council, March 2008

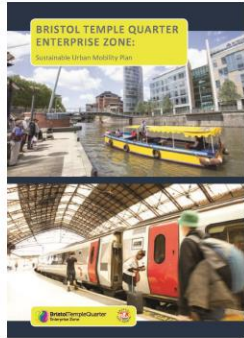


Changes to highway access
Place Directorate, Bristol City Council, March 2016



Temple Meads City Gateway
Place Directorate, Bristol City Council, March 2016

Bristol Temple Quarter Enterprise Zone
The Spatial Framework 2016
Sustainable Urban
Mobility Plan



Place Directorate, Bristol City Council, March 2016
Bristol Temple Quarter Enterprise Zone
The Spatial Framework 2016



Brunel Mile
Place Directorate, Bristol City Council, March 2016



Brunel Mile
Place Directorate, Bristol City Council, March 2016



Temple Meads North
Place Directorate, Bristol City Council, March 2016



Temple Meads North
Place Directorate, Bristol City Council, March 2016



Totterdown Basin
Place Directorate, Bristol City Council, March 2016

Bristol Temple Quarter Enterprise Zone
The Spatial Framework 2016



Totterdown Basin

Place Directorate, Bristol City Council, March 2016

Bristol Temple Quarter Enterprise Zone
The Spatial Framework 2016



Avon Street

Place Directorate, Bristol City Council, March 2016

Bristol Temple Quarter Enterprise Zone
The Spatial Framework 2016



Avon Street Market

Place Directorate, Bristol City Council, March 2016



Appendix F: West of England Joint Scrutiny Committee Paper

West of England Joint Scrutiny Committee

4 March 2016

Temple Meads Station

Purpose

1. To provide an update on the Spatial Framework for the Temple Quarter Enterprise Zone, the Master Plan for Temple Meads station and progress with related projects.

Background

2. The Spatial Framework for the Temple Quarter Enterprise Zone (the Zone) gives form to the vision developed by stakeholder communities, to help promote the area and build investor confidence. It illustrates the opportunities that exist in the redevelopment of the area. The Spatial Framework is a non-statutory planning document that sets out the how key urban design principles, reflecting the City's ambitions for the Zone, should be incorporated in new development.

Temple Meads Station

3. Central to the Zone, both geographically and in terms of realising much of the planned redevelopment, is Temple Meads Station. Significant improvements in railway infrastructure and station capacity are required to cater for predicted demand in Bristol and the wider sub-region. Alongside a programme of rail improvement works, and complementing the MetroWest Programme, Network Rail, in partnership with Bristol City Council, have begun the process of developing a Master Plan for Temple Meads Station and its environs. Officers from Bristol City Council have been involved in the initial stages of the Master Plan, and many of the key principles and objectives have been integrated into the Spatial Framework.

4. A key principle developed as part of the Spatial Framework is that of an expanded dispersed interchange zone where people move seamlessly between transport modes. The details of this will be shown in the Spatial Framework which is to be launched for public consultation on 3rd March 2016.

5. With funding from the West of England LEP's Revolving Infrastructure Fund, Bristol City Council is delivering a programme of infrastructure works that will improve access to the Station and the Zone. The largest project in this programme is Temple Gate. This project will deliver changes to the A4 corridor, centred on the Temple Circus roundabout. The new highway layout increases public transport capacity, integrates Metrobus, and provides bus priority measures. A key feature of the redesign is the extension of the Brunel Mile in order to create a more direct and coherent walking and cycling link from the Station, across Temple Gate, towards the city centre.

6. The Temple Gate project is the first step towards creating the expanded dispersed interchange zone at Temple Meads Station. Subject to funding, Network Rail, continuing in partnership with Bristol City Council, will develop further the Master Plan for the station and develop proposals for funding the chosen Master Plan option.

7. A presentation will be provided at the meeting.

Recommendations

That Members note progress and give views

Author: Oliver Coltman, Bristol City Council

Local Government (Access to Information) Act 1985

Background Papers: None

Appendix G: Key Stakeholders meeting notes

Ashley Nicholson, Paintworks/Verve: Queried the principles behind simplified planning; at Paintworks, they have found that allocating mixed uses is restricted by the “500sqm rule”. This is particularly in contrast to nearby complexes, such as the Sandy Park retail area, which existed before the rule was in place. Potential innovative uses are being restricted; gave example of Banksy trying to set up a gallery at Paintworks.

We do not want developments in the EZ to compromise Broadmead / Cabot Circus through their retail offering. Retail uses won't be at that scale, and developments will predominantly be residential, commercial and leisure (with some notable exceptions such as the station). We will have to balance introducing smaller retail into the area that doesn't compromise the centre and has no adverse effects on other parts of city. We need to be as innovative as we can.

Ashley Nicholson, Paintworks/Verve: Issues with transport are constraining employment growth at Paintworks, particularly parking issues. One thing that would solve a lot of the problems is a Park and Ride stop between Paintworks and the arena; service could be useful for both places. They have raised this issue in the past, and have been told that there is an obstruction due to the nature of the Park and Ride contract or the bus companies.

We've had some queries regarding Park and Ride through the arena project, and this issue is something that we are aware of. The general principle of Park and Ride is to get express bus services where people want to go; therefore, if there is a common destination (Paintworks / arena), this should fit the principle of Park and Ride. However, we need to be careful because Park and Ride is a supported service and can't be run against commercial services, which may apply on this corridor. Nonetheless, the evolution of Park and Ride is in our minds, including where stops could be located. However, this is not an issue that is going to be resolved immediately.

Chris Bloor, Local Access Forum: Interested in pedestrian and cycle routes along the river. For example, Monarch's Way (on the other side of Sparke Evans Park) is falling into the river. It would be useful if it was mended, which would allow for a link from the countryside leading into the centre. Work is currently underway to build a bridge in Keynsham, to connect with the new development on Fry's Cadbury site. Is this being taken into consideration in the current plans?

Within the Enterprise Zone and the Spatial Framework, improvements are anticipated to the River Avon Footpath. We are aware of issues of subsidence and they are already being considered. The route mentioned is on the list of routes we would seek funding for in future. How it connects further to Keynsham is also being considered – ideally, we would have a cycle and pedestrian route from Keynsham, all the way alongside the river (either alongside the River Avon or the Feeder Canal) to the station, and then onwards through the centre to Long Ashton (referred to as “Avon Promenade”).

Steve Sayers, Windmill Hill City Farm: What defines boundaries of the Enterprise Zone / Spatial Framework? Particularly, why is the A37/A4 road route not part of it?

The Enterprise Zone was designated in 2012, and its boundaries are based on the generation of business rates, which generates a financial model and allows planning for investment in projects such as the arena. Therefore, its definition is not determined by hard/physical boundaries. Key aspects of the zone are the station and Paintworks; there are a number of competing factors at play.

Suzanne Audrey, TRESA: It is assumed that the team wants the EZ to link to existing communities (and they have already had comments to this effect), but would like to know the extent they think it is important to link to the most densely populated existing area nearby so that residents can walk and cycle safely into the area.

We have to pay more than lip service to the principle of a joined-up approach. If we don't do the above, the project will have failed. For all the city's economic strengths, it has significant deprivation, which can in part be tackled by upskilling local people. We're still at beginning of the process and there is a long way to go, but we acknowledge that the community needs a stakeholder presence in the zone. One example of how we're trying to do this is the Engagement Hub, which will be a vehicle for employers, schools, colleges to meet and collaborate on opportunities. We need to bear in mind that the zone is a long-term initiative (2012 to 2037), and there is still lots to do in terms of community engagement. A lot of the zone is still an open book and the engagement process is at the start of its journey rather than at the end.

Suzanne Audrey, TRESA: Will this include improvements to actual physical routes?

Yes – a big barrier to the zone at the moment is that it's physically cut off with few reasons to visit. Part of our long term strategy is to make the area far more permeable. However, there is still a lot of work to do!

Claire Herbert Golden, BCC Economic Development: Stated that she was currently looking at how to maximise the zone's positive impact on local communities. A lot of work has been done already and she is developing a portfolio of initiatives (long and short term).

Civic Society: Concerned about public transport links. For example, how do we expect buses to arrive in and travel through the area? What is the overall scale of the transport ambition, and how different do we want things to be? Additionally, it looks as if plans for the Brunel Mile show a shared route for pedestrians and cyclists. With an ambition for 20% cycling in 5-6 years, this is incongruous.

The Temple Gate project will reconfigure the Temple Circus roundabout and the Brunel Mile. The Spatial Framework shows the principles that informed the design of the scheme and its general layout. Whilst it does indicate pedestrian and cycle routes, it doesn't show which of these are segregated. However, the principle is that, where volume of users is high, segregate wherever possible. There will be a lot of them in the stated area.

An example of this is Cattle Market Road, which will be one way eastbound and have a wider space for pedestrians and a two way segregated cycle route that connects to Feeder Road.

In terms of public transport, the Temple Gate scheme will provide a MetroBus stop closer to station, improved Park and Ride stops on Redcliffe Way, and buses moved from Station Approach to the Friary. Generally, public transport will be focussed on Plot 6, and will deliver an improvement on how people connect / interchange around Temple Meads. Overall, it will be more legible, less fragmented and substantially different. Will be clarified further through BTM Masterplan.

Concerns about separating taxis from buses. Will they be difficult for passengers to find? Also concerned about no right turn into Friary. Additionally, several plans have a long pink rectangular area on them (on the other side of the arena) – what is it?

Pink area indicates buildings that are not in the EZ, but that need to be considered to support opportunities in the zone (e.g. due to coach drop off for arena being nearby).

There will be big changes to way people move through the area, but they will make it a lot simpler to easily regulate the flow of traffic through what is a very busy area.

Regarding legibility of the station, Kings Cross is an example of where separation of modes of transport works very well. Existing challenges and constraints make this a very difficult situation and the solution is not ideal, but it can work and will be a significant improvement for passengers and other station users.

Decisions on the arena planning applications were postponed due to lack of clarity in travel plans. It seems that Station Street could go a long way to being a solution to some of the transport concerns raised; were the committee aware of this?

The planning committee has to decide an applicant based on what the applicant is directly proposing, and as such couldn't condition the arena to provide it. It's not funded and there isn't a timescale for delivery. Regarding the arena, access may not be perfect on day one, but direction of travel and aspirations need to be spelled out, and then we need to take steps along the way to get there (including securing funding).

Currently, buses bound out to Bath / Wells Road pull in at Temple Gate in front of the Bristol and Exeter building. Any thought to having buses stop at that point?

Existing bus stops are retained as part of the Temple Gate project. We have started a dialogue with the landowner about increasing the space there, but the scheme will work even within the existing space.

Would the capacity of the Friary be increased by using Temple Gate East to increase / aid the flow of buses?

This land is owned by the HCA and we are working with them on how it will be used. The bulk of this will be delivered as part of the masterplan for the station. Stressed that there were a lot of issues to be looked at.

Alan Morris, Civic Society: You get the feeling that progress is being hampered by the pace at which Network Rail is moving. Is that the case, and will it be made better or worse by the proposed sale of Temple Meads?

Network Rail is a key partner in the Enterprise Zone, and there is a long term investment plan for Temple Meads. It does not have the Chancellor's approval at present time; however, in the context of HS2, the £350m required is 'short change'. From an EZ perspective, we're still working with Network Rail and central government on this. Part of the funding may come from EZ, part will come from NR. This is about having a vision, which is why it's so important to have the Framework. We may learn something in Chancellor's statement on Wednesday, but Network Rail are 100% committed to making the zone work and maximising the benefits of electrification. We all want a state of art, improved BTM.

The success of the area to the east of the station depends on the redevelopment of the station. How realistic is this?

It won't happen tomorrow (matter of sheer scale), but the vision is needed. We believe in the commerciality of the EZ: its land is not wasted assets but commercial assets, and there is a core public sector land ownership (for example, Parcelforce site lay vacant for 17 years, lots of schemes came and went but nothing happened until now). We must have a vision in order to present a case to central government.

There is an opportunity to link the station up with the city centre (around Victoria Street), but we haven't heard a lot about this. To make it work as a pedestrian link you'll need lots of smaller scale enterprise at street level. How do you propose to get those things in?

This will be market driven. There isn't much at the moment and there is quite a sterile office environment from last development cycle, but those who will make it are the 11m passengers from BTM, which is anticipated to increase to 30m. This will generate the conditions needed for that level of activity. Especially in a city like Bristol, we need to be bold, create potential for that, and we want the local community and investors to make sure that the planning system is receptive to that.

Steve Sayers, Windmill Hill City Farm: The developers of Bedminster Green are determined that an energy unit is the best way of heating the development. Are there any similar plans for the Enterprise Zone?

Yes. We are investing in superfast broadband and heating networks because we want to prioritise sustainability. We're building it in at the start of the strategy; one of the indicators of success is that the infrastructure and potential is there.

Ashley Nicholson, Paintworks/Verve: Curious about funding. The strict guidelines on what can be done with rates are too restrictive.

We could easily spend the money generated by rates 20 times over. The EZ is a very precise vehicle and the council has constraints on how it can spend. Unfortunately it's not perfect model of regeneration, but it's the only one we've got.

Appendix H: Members' briefing notes

Attendees: Cllr Watson, Cllr Meads, Cllr Bolton

Members were given a briefing on a framework for the future development of the [Bristol Temple Quarter Enterprise Zone](#) (BTQEZ), a 70 hectare area of Bristol with Temple Meads station at its heart. The framework shows how the area could look over the next 25 years: a liveable urban quarter with new work hubs, residential apartments, the new arena and people friendly streets and spaces.

What is being consulted on?

We are consulting on a document called the Spatial Framework and two companion documents: a Sustainable Urban Mobility Plan and a Public Realm Guide. All three of these documents can be [viewed online](#) and in local libraries.

The Spatial Framework is not a prescription of how exactly the area will be developed, but sets out a place shaping approach to guide future investment and development.

The council is inviting feedback on these documents, via an online survey that can be found at: bristoltemplequarter.com/spatialframework

Resident briefings were held on 14 March. Deadline for comments is 14 April.

Key concepts

- A dispersed and expanded interchange zone at Temple Meads station
- Pedestrian access into the station from all directions
- A network of new public spaces, with high quality links between them
- A reanimated green heart to the area at Totterdown Basin
- A better pedestrian/cycle link across Temple Gate
- Mixed use development
- 240,000sqm new employment space
- 2000 new residential units
- A new arena
- An expanded and modernised station
- A lively and active public realm, comprising people-friendly routes and spaces, and
- re-animated waterways

Some of the projects are funded and will be delivered by 2020. Others are aspirations and this document will be used to support funding bids to make them a reality.

Questions and comments

Q. It may be useful for it to go to Place scrutiny

A. [This can be considered and discussed with the chair.](#)

Q. Have routes such as the floating pontoon from Temple Quay to Totterdown Basin considered rowing crews?

A. [Yes there has been consultation with harbour users and sufficient space has been allowed for rowers through the arch.](#)

Q. Are we connecting cycle paths in the EZ with Clarendon Rd and beyond Bedminster Bridge?

A. [The Spatial Framework only covers the EZ but there is a broader plan to connect up cycle paths across the city from Keynsham through to Ashton Court.](#)

Q. Has the MetroBus stop moved?

A. Yes there have been a number of changes to the Temple Gate scheme following consultation. The MetroBus stop has been moved closer to the station near to the new pedestrian crossing from the Brunel Mile to Temple Meads station.

Q. How many car parking spaces are there at Temple Meads?

A. Approx. 410 at the moment – we are showing 500 in the framework.

Q. Will parking be required for the proposed hotel?

A. The proposed hotel is in a very sustainable location close to the station so the requirement for parking is likely to be significantly reduced however there is likely to be some parking associated with the hotel.

Q. Have we modelled traffic on Temple Way?

The changes to the road layout at Temple Gate will maintain capacity for traffic but will deliver benefits to pedestrian and cyclists. Modelling was based on existing capacity and some growth from planned developments.

Q. Will cycle and pedestrian improvements be delivered on the Bath Rd?

A. The bridges on the Bath Rd mean that extra capacity for cyclists and pedestrians would need to be provided by adding an additional structure to the bridge. Feasibility work needs to be done but in the framework this is recognised as an important route for improvement.

Q. Can we reduce car capacity on the Bath Road?

A. It will be tested but there are likely to be impacts on buses and traffic flow.

Q. How will we get people from the station into the city?

A. The framework only covers the Enterprise Zone but there are other projects in train including pedestrian links to Old Market and the expansion of the legible city project that will make it easier for people to find their way when they exit the station. The framework proposes buses on the Friary with taxis and the airport bus at the front of the station to separate transport modes. There are good bus links into the city.

Q. Do we need to consider future technology - what about driverless vehicles?

A. There is a need to change behaviour to manage the number people travelling to the zone by car. Technology will play a part in this.

Q. Can we look at ferries?

A. We have identified an opportunity to have a stop at Totterdown Basin close to Arena Island.

Q. There is a need to retain accessible parking close to the station.

A. There will continue to be short-stay accessible parking for the station. This could be on the ground floor of the proposed station car park.

Q. Where would businesses currently based around Silverthorne Lane move to?

A. The area south of the Feeder in St Philips is still proposed as a semi industrial area so would potentially be a location for any displaced businesses. However the development of Silverthorne Lane is not imminent and is likely to come forward later than some of the other sites in the zone.

Q. What is the density of residential?

A. The framework indicates 2,000 residential units but the density will vary from site to site. The quantity of residential use needs to be balanced with the need for increased business rates.

Q. We need to make sure we look at other facilities such as schools if looking at family dwellings.

A. A new school is being planned close to the zone and an engagement hub could be bought into the zone.

Q. Will there be lab space?

A. There is a big demand for Engine Shed type space and we will build on university R and D requirements.

Appendix I: [Relevant] Taxi Forum minutes

OC spoke to a presentation and discussed proposed changes to highways access, the Temple Meads City Gateway (the area around Temple Meads station) and confirmed a public consultation was now live (it commenced at the beginning of March and closes after 6 weeks on 14th April). The consultation can be accessed here: <http://www.bristoltemplequarter.com/spatialframework>

PJ asked about plans for moving the taxi ranks away from the Temple Meads station. OC confirmed the current plans are for the buses to be moved to The Friary but for taxi ranks to remain outside the station.

JM asked about the new eastern entrance to Temple Meads station and whether there are any revised plans for a drop-off area for residents who are planning to use platform 15 (the platform for inter-city rail), possibly located at Avon Street. OC advised for such comments to be added to the public consultation.

JM noted there is a new Network Rail station manager at Temple Meads. JC was concerned about residents who are waiting at the taxi rank at Station Approach who are carrying bags.

SB noted that between 2nd April – 10th April no trains will operate between Bristol and Bath. He advised for drivers to go to the travelwest website to check for road closures during this time.

Appendix J: Public meeting notes

Will the planned changes at Temple Gate help with arena access and when would other transport improvements such as the Bath Rd come forward?

The planned changes will not increase the capacity of the road network but the simplified layout will make it easier for traffic to move through the area. The four local authorities are working on a transport study to agree on what the priorities should be for transport improvements. The Spatial Framework and SUMP will help with this work.

Paul Brown MHI - Concerned that blue collar jobs will be put in jeopardy by the plans for development

The document is not a blueprint but a framework for development. There are still areas that are identified for light industrial use in St Phillips. As the area around the railway station develops the framework suggests that some of the land close to the station such as the Silverthorne Lane area could have a different mix of uses to open up the area.

There are constraints such as car parking numbers for the station that are regulated by the rail industry

500 spaces are suggested in the framework which would comply with the regulations.

The Skanska site near station approach will need to allow for decent facilities for buses including space for bus shelters

The council is in discussion with Skanska about this site.

Resident - What are the plans for the Grosvenor Hotel?

The new road layout allows for additional space to be used for improvements to the cycle and pedestrian routes, new buildings and public space including new bus stops. The council owns the George and Railway pub but the Grosvenor Hotel is in private ownership. It is hoped that the building can be incorporated into any new scheme.

Resident - Has the transport study been updated to include the new MetroBus scheme?

The study anticipated 17,000 new jobs in the Enterprise Zone and allowed for the MetroBus and MetroWest schemes. It also identified the need for more buses to the area and the need for different travel choices for people working in the zone since as it develops the zone cannot accommodate the same proportion of people travelling by car as it does now. The SUMP addresses these issues.

How can we ensure that the zone has a vibrant mix of uses? Can we make sure that there are smaller units built and workshop space created to encourage use by smaller businesses or artists?

The framework suggests uses and will be used as material consideration when planning applications come forward. Mixed use will be encouraged to ensure a vibrant 24 hour quarter.

Resident - There needs to be consideration of the impact of development including the need for more schools, parks and facilities etc.

There is already a plan for a new school to be built close to the Enterprise Zone area. The Planning process allows for impacts to be addressed by developers.

Appendix K: Business West – Chamber and Initiative meeting notes

24 attendees

Present from BCC: Zoe Willcox, Jack Allan, Oliver Coltman, Ruth Wilmshurst, Joanna van der Veen

David Mellor, West of England Initiative: the plans have a great emphasis on the north and east entrances to Temple Meads station. If the proposed ‘Station Street’ isn’t funded, will it still be possible to develop these entrances?

Once trains start going into the Digby Wyatt / Passenger Shed, it will be necessary to have a northern entrance and for passengers to be able to cross underneath the platforms to access the rest of the station. This is not dependent on the creation of ‘Station Street’, as a temporary solution could be implemented until the rest of the development comes forward. The intention is to have the northern entrance connecting into the existing subways, with ‘Station Street’ running parallel to this, making the station more permeable.

The eastern entrance would be relatively straightforward to deliver in the near future (a matter of knocking down a wall), with enhanced options in the future. This solution is only short-term though, as it wouldn’t give permeability: it would be a revenue protected entrance. However, this needs to be in place by the time that the arena opens.

The Temple Meads masterplan should include both entrances, and more detail can be supplied once it has been developed.

James Durie, Business West: Are you envisioning both tunnels being used?

We are currently at an early stage, but are looking at having one entrance and a space that is revenue protected (i.e. entrance to platforms), with ‘Station Street’ alongside it, that will be accessible to everyone. Details on this will be picked up as part of the station masterplan. This is similar to the new Birmingham New Street station.

Representative from ARUP: Funding is key; what incentive does Network Rail have to fund the envisioned redevelopment of the station? Is it their responsibility?

Full funding of the redevelopment is not necessarily the responsibility of Network Rail. For example, the redevelopment is a large part of ongoing discussions about devolution.

Current rough estimates of the cost of the project are around the £365million mark, which is not out of proportion to infrastructure investment in a city like Bristol and the cost of other projects such as HS2. In all likelihood, funding for the redevelopment will be through a partnership with both the public and private sectors. Large elements of the masterplan are commercial development.

Network Rail will fund operational requirements, but funding for other aspects will most likely have to come from somewhere else.

Simon Prescott, Barton Willmore: The boundary of the Enterprise Zone is very specific and set by central government. For a framework like this, do you need to look wider than the zone for an effective masterplan? Is it a missed opportunity not to do this?

The Framework is for the Enterprise Zone, but we are very clear that the area must be a connected part of the city (which is different to other zones across the country). It is crucial to integrate it with the wider city, and this is reflected in the fact that document talks a lot about linkages. The model also extends slightly beyond the zone (for example, to the Albert Road river boundary), as the arena development is a big opportunity to redevelop that area. We are aware that the St Philips area is

very different to the zone (in character and the types of business uses), and of the need to connect it to the zone in a coherent way.

Additionally, the overall Enterprise Zone project emphasises skills and jobs access for the surrounding residential communities.

At around the same time that the Enterprise Zone happened, a Neighbourhood Planning Group was designated for Redcliffe and a Neighbourhood Plan put together. The Spatial Framework doesn't contradict this plan. The opportunity presented by the Brunel Mile is complimentary to the Redcliffe plan, and we focus on it because it is so well used.

Unidentified attendee: There is a lot of emphasis on the Brunel Mile. Could this be to the detriment of other routes (e.g. Victoria Street)?

The Brunel Mile is a fairly attractive route either way. It would be wrong to just focus on the Mile, but it is of high importance. We are also proposing many new routes from the station – for example, the Harbour Walkway.

Matt Montgomery, CH2M: over time, more people are going to need to travel into the Enterprise Zone. What consideration has been given to this?

A CH2M study in 2012 showed that the mode share was 41% travelling by car; if you apply this to 17,000 new jobs you find that the transport network cannot cope. We need a fundamental shift in the way that people are travelling, and we are encouraging this through: pedestrian route improvements; bus hubs at Old Market and Redcliffe; cycling route improvements that make the zone a more attractive location to get to by bike; public transport improvements such as the AVTM MetroBus. Additionally, through the Temple Gate scheme, public transport will be given greater priority and increased capacity (for example, there will be more bus stops).

To encourage greater use of public transport, there will be new information systems in place and we aspire to link in with regional improvements such as smarter, inter-operator ticketing. We are somewhat dependent on what's happening elsewhere – but it's a priority and the Enterprise Zone is a key part of the city centre.

No significant amount of car parking will be built in the zone, and we do not envision people being able to drive there as it cannot be sustained. The assumption is that car parking in new developments will be restricted to "essential and operational parking only"; a strategy for car parking is outlined in the SUMP.

Follow up question: all of the proposed developments are on the west side of the zone. There are access problems from other side; how can this be improved?

This is a good example of how the Framework is going to be developed further, with more information about the Silverthorne Lane area and how to open up the east of the zone to public transport.

James Durie, Business West: what impact could flooding have on the zone?

We have done work on flooding and received expert advice. This has identified areas more suited to residential development (those with less risk of flooding). However, the ideas put forward are ones that could be done with minimal flood mitigation work.

James Durie, Business West: how much of the Framework has been market tested in terms of viability?

The model has been built up based on existing planning permissions. Where there are no existing planning permissions, the market has been consulted and some core sites have been subject to viability assessments by GVA and JLL. Some areas, such as Silverthorne Lane, are less far advanced. However, the model can be updated with new information as developments come forward.

James Durie, Business West: which access improvements are funded?

Funded improvements include changes to Cattle Market Road, Albert Road, Temple Gate improvements up to Bath Bridges, improvements in front of the TCN site, MetroBus, the Harbour Walkway and changes to Feeder Road.

Unidentified attendee: what's happening with the proposed multi-storey car park on the Kwik Fit site?

This car park is intended to replace the 200 operator spaces on Arena Island. The Kwik Fit site is one of several possibilities; feasibility studies are underway but the proposal has not been approved. So: it could happen, but it has not been modelled in detail.

Unidentified attendee: how much flexibility is there in the Framework? [Thinking in particular of ND6]

The document is a framework and we want it to be as flexible as possible – it's not something to knock developers over the head with and shouldn't be too prescriptive. However, we are talking about an Enterprise Zone so development will be business led. While we want housing in it from planning point of view, it can't be a housing area.

Unidentified attendee: Family units are proposed in the residential development, but it's difficult to have them in the centre of town (with relatively low demand).

We want it to be a genuine mixed use area for all ages but we do recognise its attractiveness to certain groups. The Framework is flexible and we acknowledge that, in 25 years, we could be living in a completely different way. There is an interesting role for the private rented sector to play in this. The Spatial Framework will give a 'big picture' view that is helpful for future development; we can 'drop' developments into the model and see how things fit together.

Representative from Savills: query relating to street though eastern side of the station. What is the step by step process for achieving this? Is there a disposal program that sinks with this aspiration?

Network Rail is key in this: it is their station. The consultation version of the Framework was signed off by the HCA and Network Rail, but now Network Rail has to work through the detail in its masterplan.

Funding is currently needed to complete the options development for the masterplan, and this should hopefully be secured in May. It will then go through a procurement process and it's likely that this options development could be completed in 2018. This will be followed by options selection, which should be a relatively short process.

In short, it could be 10 years from now before we see it realised. The LEP is involved in shaping plans, and there is an ongoing dialogue with central government. There is a funding gap, but this document sets out what we want to achieve.

The extension of the Enterprise Zone could also play a part, but we are currently still in discussions with the Treasury about this and we have yet to work out the details.

Unidentified attendee: what will the future branding of the zone be? What will be its name? What's the selling point?

To date, the label of 'Enterprise Zone' has been incredibly useful. As time goes on and recognition gets greater, the attraction will begin to be about the station.

We have had successful trips to MIPIM in the past and have major investors interested in funding investment in area.

Unidentified attendee: the Enterprise Zone is aiming to create 17,000 new jobs; have you market tested whether the proposed car parking ratio would act as a break on that goal?

We are aware of the impact the new jobs will have on the transport network, and our approach considers the question the other way round: if all the new employees drive to the zone, this would 'break' the network. As such, the focus is on encouraging non-car modes of travel and not providing a large amount of parking.

Unidentified attendee: 2,000 new homes are proposed. Shouldn't this be more in light of the jobs target? Wouldn't you want the people in the homes to have the jobs?

We want the jobs attracted to provide opportunities for current residents in local areas such as south Bristol. They can travel into the zone easily and access those jobs, and we want local people to benefit from zone.

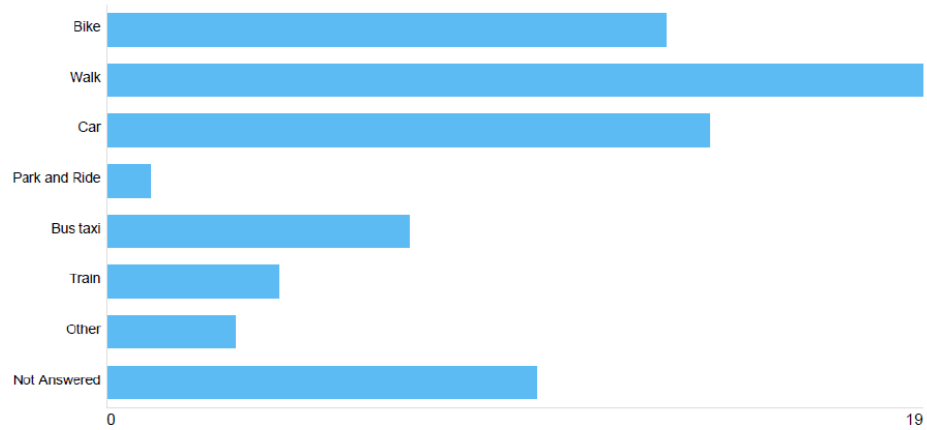
James Durie, Business West: what are the next steps following consultation?

After the close of the consultation, we will take into account all the feedback received and use it to update and amend the current document. This will then be submitted to Cabinet in October and, once it has been approved, it will become a material consideration.

Appendix L: Quantitative online survey data

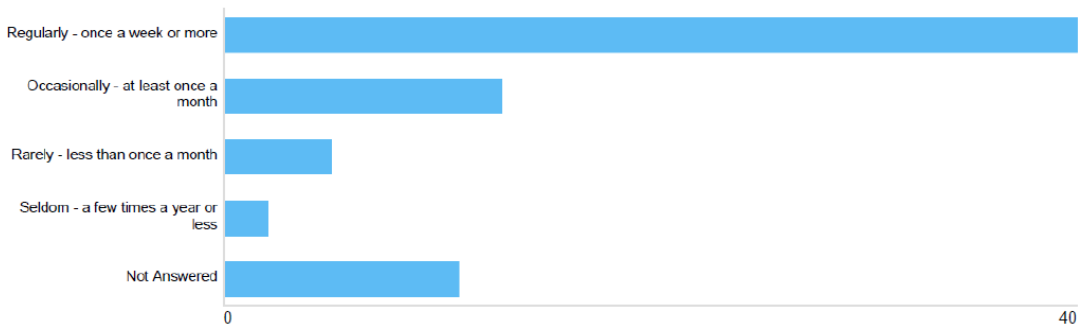
Question: Which mode of transport do you most frequently use when you pass through the Temple Quarter area?

Which mode of transport



Option	Total	Percent
Bike	13	18.31%
Walk	19	26.76%
Car	14	19.72%
Park and Ride	1	1.41%
Bus taxi	7	9.86%
Train	4	5.63%
Other	3	4.23%
Not Answered	10	14.08%

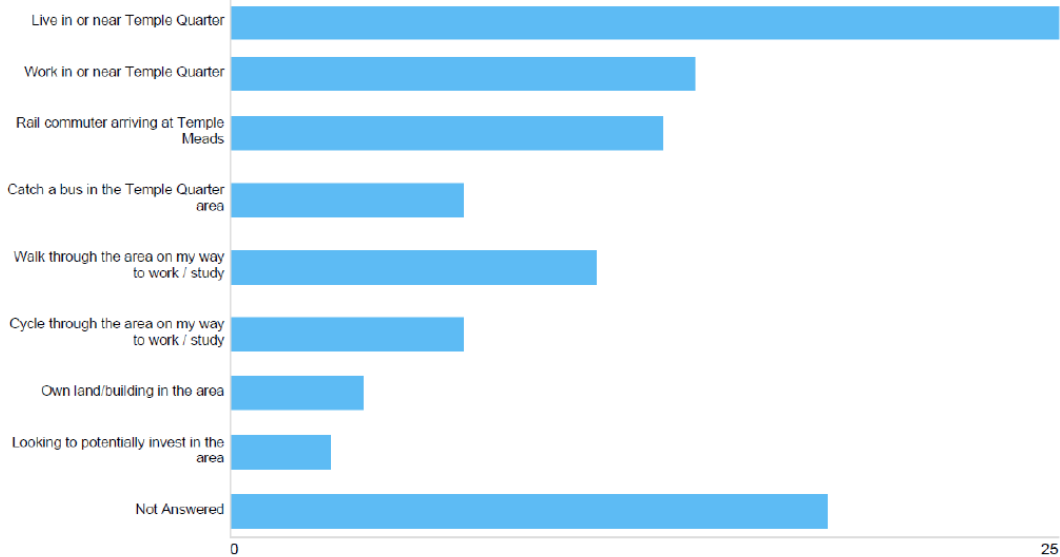
Question: How often do you visit / pass through the Temple Quarter area?



Option	Total	Percent
Regularly - once a week or more	40	56.34%
Occasionally - at least once a month	13	18.31%
Rarely - less than once a month	5	7.04%
Seldom - a few times a year or less	2	2.82%
Not Answered	11	15.49%

Question: Do any of the following apply to you?

Do any of the following apply to you?



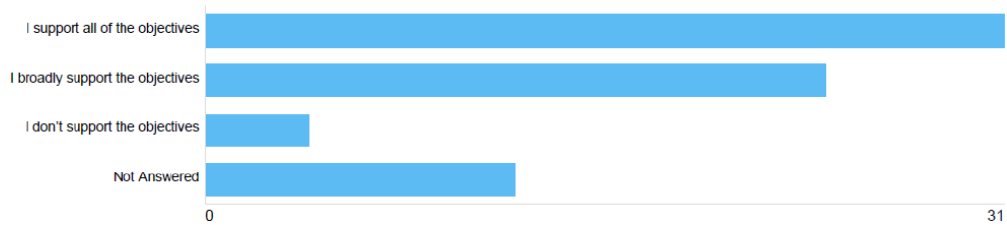
Option	Total	Percent
Live in or near Temple Quarter	25	35.21%
Work in or near Temple Quarter	14	19.72%
Rail commuter arriving at Temple Meads	13	18.31%
Catch a bus in the Temple Quarter area	7	9.86%
Walk through the area on my way to work / study	11	15.49%
Cycle through the area on my way to work / study	7	9.86%
Own land/building in the area	4	5.63%
Looking to potentially invest in the area	3	4.23%
Not Answered	18	25.35%

Question: Are you responding on behalf of an organisation or company?
Are you responding on behalf of an organisation or company?



Option	Total	Percent
Yes	7	9.86%
No	55	77.46%
Not Answered	9	12.68%

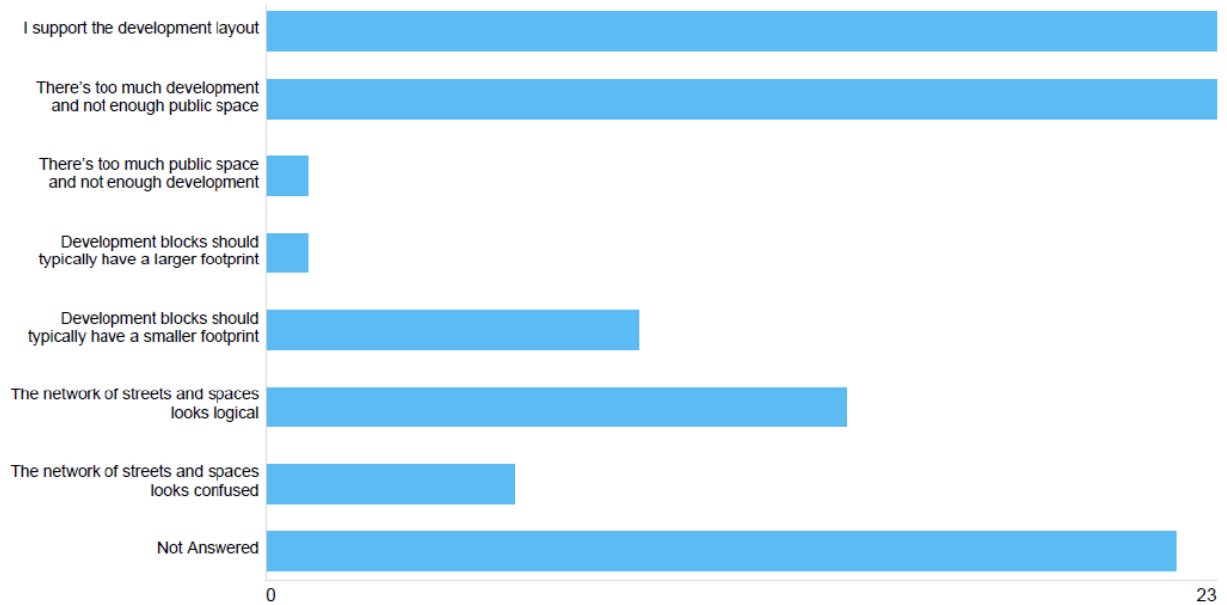
Question: Do you support the above objectives?
Destination befitting a European Green Capital



Option	Total	Percent
I support all of the objectives	31	43.66%
I broadly support the objectives	24	33.80%
I don't support the objectives	4	5.63%
Not Answered	12	16.90%

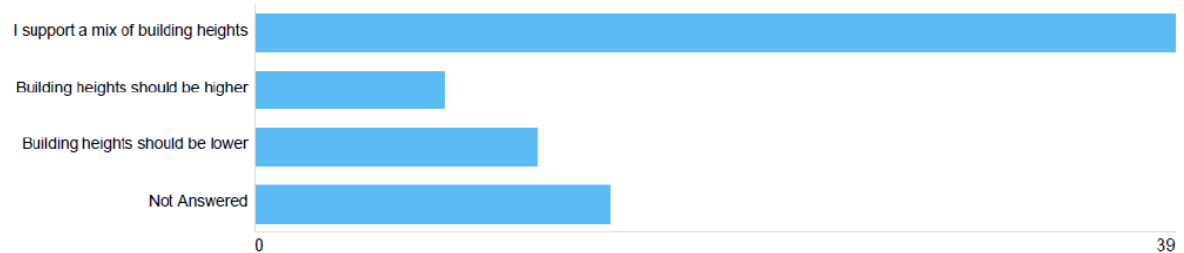
Question: What is your view on the development layout proposed in Temple Quarter: (tick all that apply)

Views on development layout



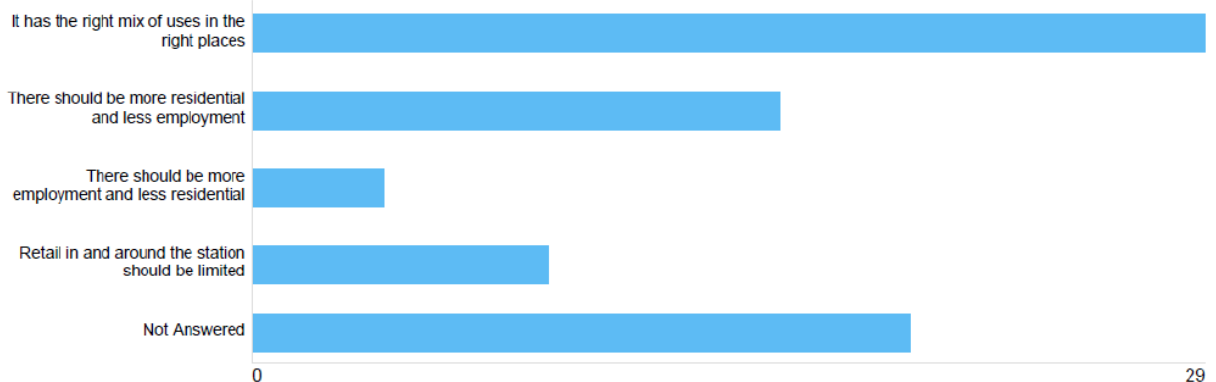
Option	Total	Percent
I support the development layout	23	32.39%
There's too much development and not enough public space	23	32.39%
There's too much public space and not enough development	1	1.41%
Development blocks should typically have a larger footprint	1	1.41%
Development blocks should typically have a smaller footprint	9	12.68%
The network of streets and spaces looks logical	14	19.72%
The network of streets and spaces looks confused	6	8.45%
Not Answered	22	30.99%

Question: What is your view on building heights in Temple Quarter: (tick all that apply)



Option	Total	Percent
I support a mix of building heights	39	54.93%
Building heights should be higher	8	11.27%
Building heights should be lower	12	16.90%
Not Answered	15	21.13%

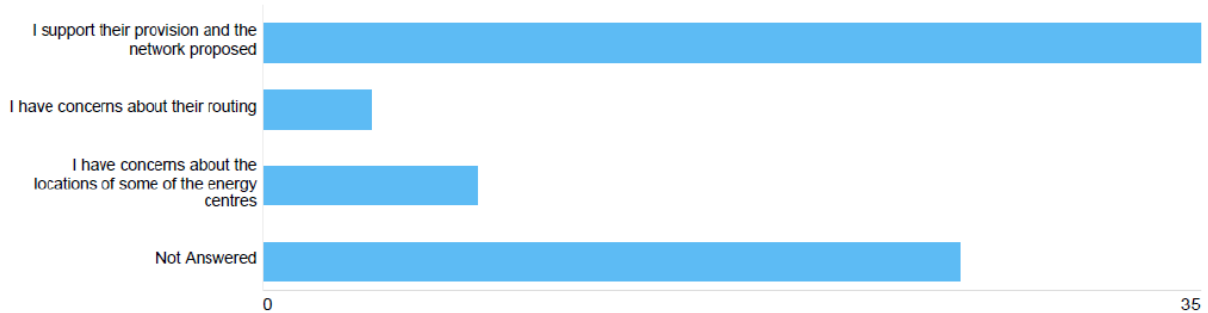
Question: What is your view on land use within Temple Quarter: (tick all that apply)



Option	Total	Percent
It has the right mix of uses in the right places	29	40.85%
There should be more residential and less employment	16	22.54%
There should be more employment and less residential	4	5.63%
Retail in and around the station should be limited	9	12.68%
Not Answered	20	28.17%

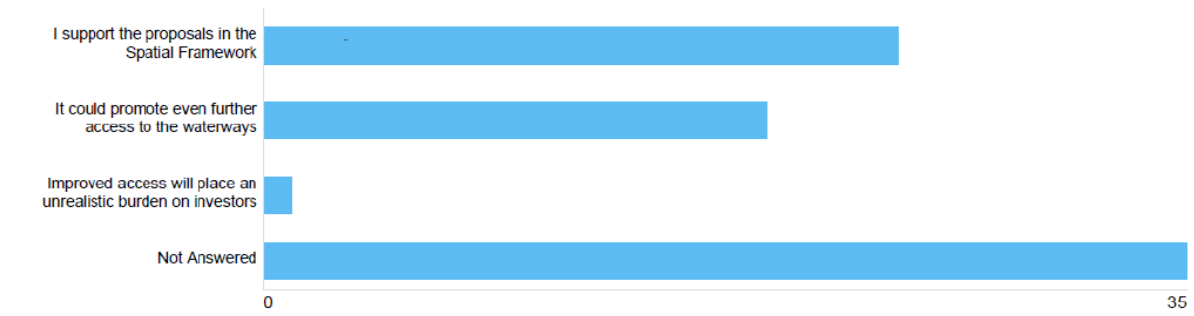
Question: What is your view on the provision of heat networks (also known as district heating) and high speed broadband in Temple Quarter:
Provision of heat networks and high speed broadband

Provision of heat networks and high speed broadband



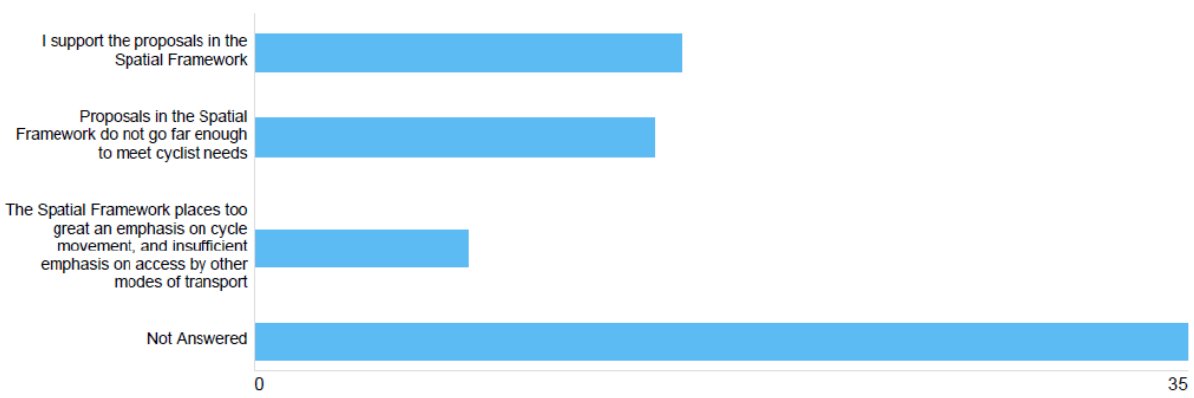
Option	Total	Percent
I support their provision and the network proposed	35	49.30%
I have concerns about their routing	4	5.63%
I have concerns about the locations of some of the energy centres	8	11.27%
Not Answered	26	36.62%

Question: What is your view on the proposed provision of quayside walkways and bridges in Temple Quarter? (tick all that apply)
Quayside walkways and bridges



Option	Total	Percent
I support the proposals in the Spatial Framework	24	33.80%
It could promote even further access to the waterways	19	26.76%
Improved access will place an unrealistic burden on investors	1	1.41%
Not Answered	35	49.30%

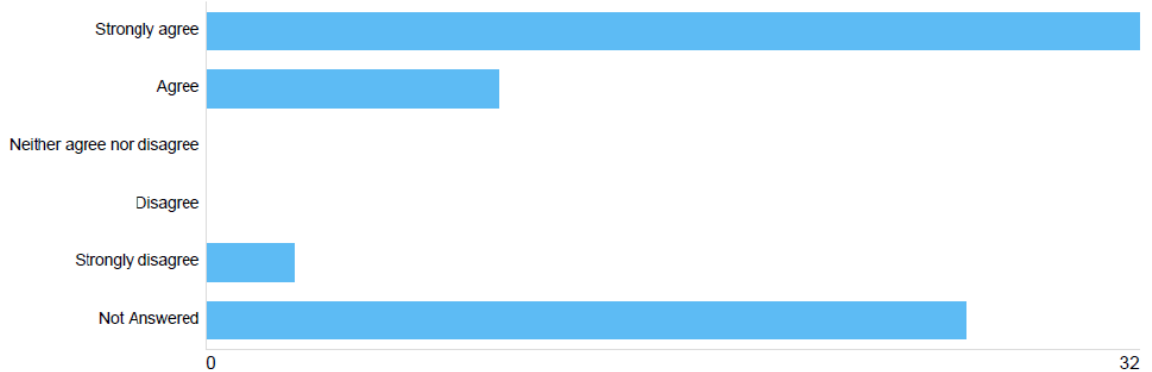
Question: What is your view on the proposed Cycle Route improvements? (tick all that apply)
What is your view on the proposed Cycle Route improvements?



Option	Total	Percent
I support the proposals in the Spatial Framework	16	22.54%
Proposals in the Spatial Framework do not go far enough to meet cyclist needs	15	21.13%
The Spatial Framework places too great an emphasis on cycle movement, and insufficient emphasis on access by other modes of transport	8	11.27%
Not Answered	35	49.30%

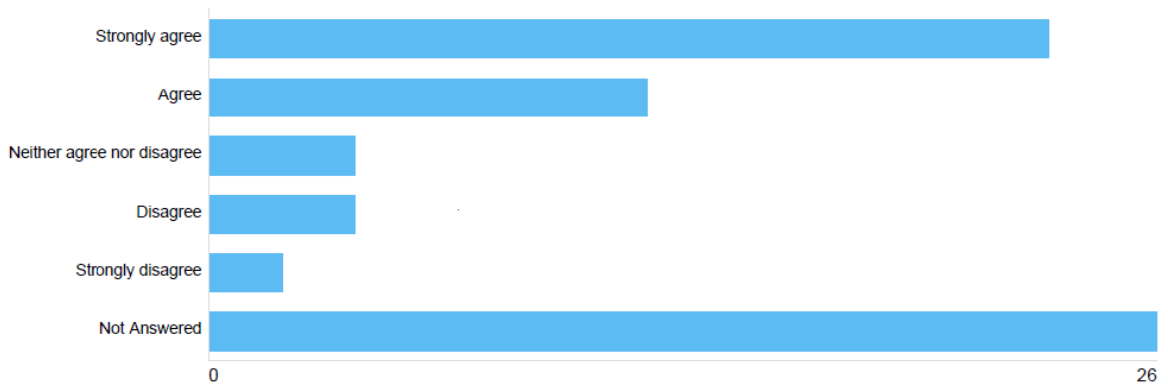
Question: Please state whether you strongly agree, agree, disagree or strongly disagree with the following statements:

Better sustainable transport Infrastructure such as walking/cycling paths and bus and rail improvements are important to them future success of enterprise zone



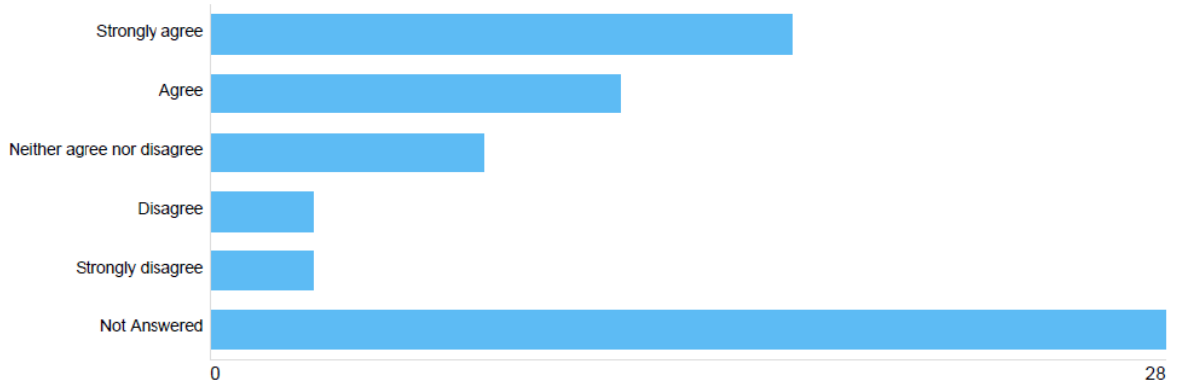
Option	Total	Percent
Strongly agree	32	45.07%
Agree	10	14.08%
Neither agree nor disagree	0	0%
Disagree	0	0%
Strongly disagree	3	4.23%
Not Answered	26	36.62%

Better sustainable transport policy such as planning conditions to promote cycle parking, parking enforcement and grants and loans for businesses to improve sustainable transport provision is important to the future success of enterprise zone.



Option	Total	Percent
Strongly agree	23	32.39%
Agree	12	16.90%
Neither agree nor disagree	4	5.63%
Disagree	4	5.63%
Strongly disagree	2	2.82%
Not Answered	26	36.62%

Better use of sustainable transport behavioural change measures such as personalised travel planning sessions, flexible employer working patterns and bus taster tickets are important to the future success of enterprise zone.

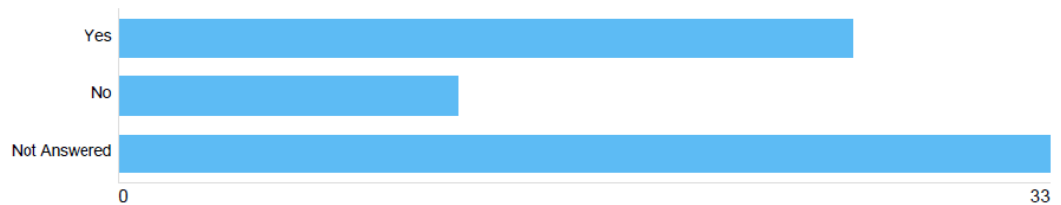


Option	Total	Percent
Strongly agree	17	23.94%
Agree	12	16.90%
Neither agree nor disagree	8	11.27%
Disagree	3	4.23%
Strongly disagree	3	4.23%
Not Answered	28	39.44%

Question: Suggested parking levels (employment uses)

Question: Do you support the suggested parking levels for employment uses within the TQEZ?

Parking levels for employment uses – approval



Option	Total	Percent
Yes	26	36.62%
No	12	16.90%
Not Answered	33	46.48%

Question: What is your view on the qualities proposed?

What is your view on the qualities proposed?



Option	Total	Percent
I support the public realm qualities promoted	27	38.03%
I do not support the public realm qualities promoted	7	9.86%
Not Answered	37	52.11%

Bristol Temple Quarter Enterprise Zone (BTQEZ)
The Spatial Framework

Equality Impact Assessment

June 2016



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1.0 Equality Impact Assessments

What are they and why do we prepare them?

- 1.1 Equality Impact Assessments (EqIA's) are used to ensure the needs of Council customers are considered when the Council is planning or changing services, strategies, policies and procedures. EqIA's are carried out as part of the Council's Public Sector Equality Duty under the Equality Act 2010. The Act has harmonised and replaced previous anti-discrimination legislation and includes the introduction of 'protected characteristics' and new forms of discrimination. The process of undertaking an EqIA provides the evidence that the Council has complied with the Public Sector Equality Duty under the Equality Act.
- 1.2 The Public Sector Equality Duty requires the Council to have **due regard** to the need to:
- eliminate discrimination;
 - advance equality of opportunity;
 - foster good relations between different people when carrying out their activities.
- 1.3 The Public Sector Equality Duty also requires the council to consider the effect or **impact** of its policies and practices on people who share the following '**protected characteristics**', also known as equalities communities:
- Age;
 - Disability;
 - Gender reassignment;
 - Marriage and Civil Partnership;
 - Pregnancy and maternity;
 - Race;
 - Religion and belief;
 - Sex;
 - Sexual Orientation.
- 1.4 To comply with the Duty the assessment process must therefore have due regard to the following:
- The need to eliminate discrimination, harassment, victimisation and any other conduct prohibited under the Equality Act 2010.
 - The need to advance equality of opportunity between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to:
 - Remove or minimise disadvantage suffered by persons who share a relevant 'protected characteristic';
 - Take steps to meet the needs of persons who share a relevant 'protected characteristic' that are different from the needs of people who do not share it. In relation to disabled people, this includes, in particular, steps to take account of disabled persons' impairments (disabilities);

- Encourage persons who share a ‘protected characteristic’ to participate in public life or in any other activity in which participation by such persons is disproportionately low.
- The need to foster good relations between persons who share a relevant ‘protected characteristic’ and those who do not share it. This involves having due regard, in particular, to the need to:
 - Tackle prejudice; and
 - Promote understanding.

Is an EqIA of the BTQEZ Spatial Framework required?

- 1.5 An EqIA will be required if the planned or changed service, strategy, policy or procedure is relevant to the Public Sector Equality Duty in terms of:
- The promotion of equality of opportunity;
 - The elimination of discrimination;
 - The promotion of good relations between different equalities communities.
- 1.6 The BTQEZ Spatial Framework sets out how key urban design principles, reflecting the Council’s ambitions for the Enterprise Zone¹, should be incorporated into new development and supports and provides context for a range of policies in the Bristol Local Plan². Given the size of the Enterprise Zone and the scale of development envisaged the document will affect all communities who live and work within the area, both now and in the future, and all communities who visit the area. As such, the content of the document will be relevant to the Public Sector Equality Duty identified above and for this reason an EqIA of the BTQEZ Spatial Framework is required. Further detail on the purpose and content of the BTQEZ Spatial Framework and the scope of the EqIA is set out in later sections of this report.

Who are the equalities communities?

- 1.7 The ‘protected characteristics’ or equalities communities referred to under the Equalities Act are as follows:

Age	Issues relating to a particular age group i.e. the young or the elderly
Disability	Issues relating to communities with physical or mental impairment
Gender Reassignment	Issues relating to men and women who have undergone, are undergoing or are about to undergo a process of reassigning their sex
Marriage and Civil Partnership	Issues relating to marriage or civil partnership
Pregnancy and Maternity	Issues relating to women who are pregnant or within the period of maternity leave

¹ Details on the Bristol Temple Quarter Enterprise Zone can be found at: <http://www.bristoltemplequarter.com/>

² The Bristol Local Plan comprises the *Core Strategy*, the *Site Allocations and Development Management Policies* and the *Bristol Central Area Plan*. Details can be found at: <https://www.bristol.gov.uk/planning-and-building-regulations/local-plan>

Race	Issues relating to colour, nationality and ethnic or national origin NB: Gypsy (including English, Scottish and Roma Gypsy) and Irish Travellers are a distinct ethnic group
Religion or Belief	Issues relating to religion or lack of religion and or religious or philosophical belief or lack of belief
Sex	Issues relating to men and women
Sexual Orientation	Issues relating to the Heterosexual, Gay, Lesbian and Bisexual communities

1.8 The above 'protected characteristics' will include everyone with many people belonging to more than one 'protected characteristic'.

What is meant by 'impact'?

1.9 Impact means the effect that a decision or policy might have on persons who share a relevant 'protected characteristic'. The Council has sought to identify impacts using the following categories:

Neutral impact. This means that a decision or policy would have no impact on persons with a relevant 'protected characteristic'.

Negative Impact: This means that a decision or policy might disadvantage persons with a relevant 'protected characteristic'.

Positive Impact: This means that a decision or policy would improve opportunities for persons with a relevant protected characteristic or improve cohesion and relations between persons with a protected characteristic and those who do not have a 'protected characteristic'.

2.0 BTQEZ Spatial Framework

Why are we preparing it?

- 2.1 The overarching purpose of the BTQEZ Spatial Framework is to provide guidance to development within the Temple Quarter Enterprise Zone. In particular, the document sets out how key urban design principles, reflecting the Council's ambitions for the Zone, should be incorporated in new development.
- 2.2 Whilst not a statutory planning document The Framework supports and provides the context for the implementation of policies in the Local Plan that are relevant to the development of Bristol Temple Quarter. In particular, the document directly supports the implementation of *BCAP35: Bristol Temple Quarter* in the *Bristol Central Area Plan* which sets out the Council's planning approach to the development of sites within the area³. The policy states that the layout, form and mix of uses should contribute to delivering the vision for Bristol Temple Quarter and, in doing so, have regard to the Spatial Framework for Bristol Temple Quarter. The Framework also supports a number of other Local Plan policies, set out in Section 3. The Framework will therefore be a material consideration in the determination of future planning applications in this area.
- 2.3 The four key functions of The Framework are as follows:
- To simplify, direct and give confidence;
 - To co-ordinate and integrate investment whilst remaining robust and flexible;
 - To promote and inspire, to raise ambitions and engage stakeholders in revealing the potential of key sites for bold and imaginative transformation.
 - To shape a distinctive and high quality network of streets, spaces and mixed-use development, harnessing the value of a unique historic environment. Providing a resilient and adaptable low carbon and sustainable environment connected to a 21st century transport interchange by pedestrian and cycle routes and public transport services.

What are the stages of TQEZ Spatial Framework preparation?

- 2.4 A draft of the document has been through a period of public consultation undertaken from 3 March 2016 to 14 April 2016. A publication draft is proposed for July 2016 and the final document is due to be published in October 2016 following Cabinet approval.

³ See <https://www.bristol.gov.uk/documents/20182/34540/BCAP%20Adopted%20March%202015%20-%20Main%20Document%20&%20Annex%20-%20Web%20PDF.pdf/d05a0c22-ab91-4530-926a-f26160ab72a5>

3.0 Assessment of the TQEZ Spatial Framework

Method and scope of assessment

- 3.1 The Council has developed its own methodological approach to undertaking EqlA's. This comprises a sequential process, set out in the 'Bristol City Council Equality Impact Assessment Form'. The process includes 4 separate steps and is structured to ensure that due regard is had to the Public Sector Equality Duty.
- 3.2 Whilst the Council's sequential approach has been followed the scope of the assessment is set by existing EqlAs undertaken for policies that the document supports or provides the context for. In particular, the document directly supports policy *BCAP35: Bristol Temple Quarter* and associated Site Allocation *KSO1* in the *Bristol Central Area Plan*. This Plan in turn supports the Council's spatial vision for Bristol City Centre set out in the *Core Strategy*. The document also provides context for the implementation of other Local Plan policies, set out in the *Core Strategy*, *Site Allocations and Development Management Policies* and the *Bristol Central Area Plan*, that are relevant to development within the Enterprise Zone. All the policies are identified below. As the policies have already been subject to previous EqlA assessments this assessment has only sought to consider what further broad equalities issues may arise, if any, through the application of the urban design principle set out in the document. Equalities issues raised in the consultation have also been considered.

Relevant Local Plan policies

Core Strategy	
BCS2: Bristol City Centre	BCS15: Sustainable Design and Construction
BCS9: Green Infrastructure	BCS16: Flood Risk and Water Management
BCS10: Transport and Access Improvements	BCS20: Effective and Efficient Use of Land
BCS13: Climate Change	BCS21: Quality Urban Design
BCS14: Sustainable Energy	BCS22: Conservation and the Historic Environment
Site Allocations and Development Management Policies	
DM11: Markets	DM27: Layout and Form
DM17: Devpt. Involving Existing Green Infrastructure	DM28: Public Realm
DM19: Development and Nature Conservation	DM29: Design of New Buildings
DM22: Development Adjacent to Waterways	DM30: Alterations to Existing Buildings
DM23: Transport Development Management	DM31: Heritage Assets
DM26: Local Character and Distinctiveness	
Site Allocations and Development Management Policies – Annex: Site Allocations Information	
BSA1101: Bath Road Open Space west of Totterdown Bridge, Totterdown	
BSA1202: Former Petrol Filling Station, Bath Road, Arnos Vale/Totterdown	
BSA1202: Paintworks: Phase 3 and Adjacent Land, Arnos Vale	
Bristol Central Area Plan	
BCAP3: Family Sized Homes	BCAP29: Car and Cycle Parking
BCAP12: Vacant Sites and Temporary Uses	BCAP30: Pedestrian Routes
BCAP18: New Market Provision in Bristol City Centre	BCAP31: Active Grd Floor Uses/Active Frontages in BCC
BCAP21: Connection to Heat Networks	BCAP32: Quayside Walkways
BCAP22: Habitat Pres, Enh and Creation on Waterways	BCAP33: Key City Spaces
BCAP23: Totterdown Basin Enhancement	BCAP34: Coordinating Major Development in BCC
BCAP27: Safeguarded Transport Links and Railway Land	BCAP35: Bristol Temple Quarter
BCAP28: New Interchange Facilities	

- 3.3 Each step of the assessment, with associated key questions, is set out below.

The assessment process

Step 1: What is the proposal?

3.4 The broad purpose of the TQEZ Spatial Framework is set out in section 2 of this report. The key urban design principles that will guide development within the Enterprise Zone constitute 'The Framework'. This will be used to spatially co-ordinate new development and the delivery of infrastructure and public realm interventions within the Enterprise Zone. 'The Framework' is set out as follows:

- A Vision for the area: 'A liveable city quarter by design'.
- A Placeshaping approach comprising:
 - Principles associated with two key aspects of design: 'Urban Structure'⁴ and the 'Public Realm'⁵.
 - A placeshaping response to key challenges presented by the area's existing context including:
 - Destination befitting a European Green Capital;
 - A more direct link to the city centre;
 - Distinctive places;
 - A 21st century transport interchange;
 - A Reconnected, Walkable Neighbourhood;
 - Waterways Reanimated;
 - A Network of New and Rediscovered Public Spaces;
 - Legible Landmarks.
 - Detailed 'Inter related layers' relating to 'Urban Structure' and the 'Public Realm' including:

Proposed Urban Structure

- Development layout;
- Development form;
- Land use;
- Heating and high speed broadband networks.

Proposed public realm and movement improvements

- New and enhanced public spaces;
- Pedestrian route improvements;
- Cycle route improvements;
- Public transport and station improvements;
- Changes to highway access.

⁴ The spatial arrangement and form of streets, open spaces, infrastructure, buildings and land uses influenced by topography, waterways and landscape setting.

⁵ Areas that are available, without charge, for everyone to see, use and enjoy, including streets, squares and parks; all land to which everyone has ready, free and legal access 24 hours a day.

- Place Plans for:
 - Temple Meads City Gateway;
 - Temple Quay;
 - Silverthorne Lane;
 - Avon Riverside.

Each comprising:

- A Vision;
- Objectives;
- Supporting Transport Measures;
- Key public realm and movement projects;
- Key development projects.

Further detail on 'The Framework' is set out at Appendix A.

- 3.5 'The Framework' seeks to create a mixed use and walkable city quarter with a thriving and distinctive business emphasis, complemented by a broad-based residential community with bars, restaurants and cafes providing street animation throughout the day. This will deliver significant benefits across all communities who live and work in the area as well as visitors. This will include many people who share the 'protected characteristics' set out in section 1 of this report. The TQEZ Spatial Framework can therefore play a particularly important role in advancing equality of opportunity for people with 'protected characteristics' by shaping the urban structure and associated public realm of the area. The creation of an accessible, convenient, safe, friendly, healthy, prosperous and inclusive environment will be of particular benefit to people with 'protected characteristics'.

Step 2: What information do we have?

- *What data or evidence is there which tells us who is, or could be affected?*
- *Who is missing? Are there any gaps in the data?*
- *How have we involved, or will we involve, communities and groups that could be affected*

- 3.6 The approach set out in the BTQEZ Spatial Framework will affect all people who live and work in the area, both now and in the future and all people who visit the area. Whilst all of the 'protected characteristics' set out in section 1 of this report are likely to be included within these groups, qualitative evidence gathered during the Core Strategy EqIA identified specific issues associated with policy approaches to urban design that might affect people with certain 'protected characteristics'. Such issues included:

- Accessibility to buildings;
- Movement within an area for all modes of transport (walking, cycling, public transport, private vehicle);
- Personal safety;
- Residential standards;
- Flood risk.

The 'protected characteristics' most likely to be affected by the approach set out in 'The Framework' would therefore be Age, Disability, Pregnancy and Maternity and Sex.

3.7 A formal public consultation took place from 3rd March to 14th April 2016. Extensive engagement with Enterprise Zone partners and key stakeholders (288 individual groups) preceded this and has continued in the period since the public consultation closed. A range of methods were used to ensure that relevant individuals and organisations were made aware of the consultation and the ways to provide feedback. Key activities included:

- Digital invitations to a key stakeholder's briefing session which included equalities groups;
- Postcards sent to 10,000 residential and business addresses within and surrounding the Enterprise Zone providing general information about the consultation and details of a public briefing;
- Publicising the consultation through:
 - A dedicated BTQEZ website and through the City Council's website;
 - Social media;
 - Digital screens at 100 Temple Street and Millenium square;
 - A press launch and press release.
- Making documents available at libraries across the city;
- Consultation events, including:
 - Key stakeholder's briefing. Attendees included the Local Access Forum;
 - Member's briefing;
 - Taxi Forum briefing;
 - Neighbourhood Partnership Coordinators meeting;
 - Public briefing;
 - Business West briefing.

Full details of all engagement activities undertaken are set out in the BTQEZ Spatial Framework Statement of Community Involvement.

3.8 A number of equalities matters were raised in response to the consultation. In particular, representees identified the following issues as needing to be addressed by/included within 'The Framework'.

- Inclusivity should lie at the heart of Bristol's vision for the quarter and what is considered good spatial design. 'The Framework' provides an opportunity to promote and encourage Bristol's cultural diversity but has not given significant consideration to inclusiveness or to its economic potential.
- Consideration should be given to using illustrative material within the document that is more representative of communities across the city.
- Family friendly spaces with on site childcare provision; playgrounds for children in different areas of the quarter;
- Transport which recognizes the different needs of different people and communities, specifically the need for easy transfer from trains to buses and into different parts of the site from different areas;
- Accessible public transport – with buses from South and East Bristol; Increased frequency of trains on the Severn Beach line; Bus stops well lit and sighted with ergonomic seating;

- Shared space that is designed to be safe and welcoming for those with impaired sight, hearing and mobility, or who are young or old;
- Good lighting and overviews from occupied buildings to increase the sense of safety;
- Commercial and leisure opportunities that might attract cultural diversity and specific communities of interest such as the grey pound and the pink pound. Affordable refreshments and areas to socialise;
- Affordable housing for young people and families and sheltered housing for older people and those needing enhanced care. Housing should be accessible;
- Segregation of pedestrians and cyclists on all cycle/pedestrian routes identified including quayside walkways;
- Active ground floor uses to have adequately wide disabled friendly access;
- Higher levels of disabled parking.

Step 3: Who might the proposal impact?

- *Does the proposal have any potentially adverse impacts on people with protected characteristics?*
- *Can these impacts be mitigated or justified? If so, how?*
- *Does the proposal create any benefits for people with protected characteristics?*
- *Can they be maximised? If so, how?*

3.9 Table 1 below provides an analysis of impacts/benefits on people with 'protected characteristics' for each element of 'The Framework', as described in section 3.2 above and set out in more detail at Appendix A. The existing EqIA assessments of relevant Local Plan policies is shown where applicable. Equalities issues raised in the consultation that relate to particular elements of 'The Framework' are also set out and responses provided. Where relevant, measures to maximise opportunities for equalities communities are also set out. The outcome section identifies whether changes have been made to the approach set out in 'The Framework'.

Table 1: BTQEZ Spatial Framework - Impact on equalities communities

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?		Proposed Actions		Outcome
			Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
Vision					
A liveable city quarter by design	<p>Positive The components of the 'liveable city' identified in the vision, in particular social inclusivity, will benefit all people with protected characteristics.</p> <p>Specific equalities issues raised in relation to the Framework can be addressed (see below).</p>		N/A	Whilst the Framework does address issues of inclusivity within its urban design principles, consideration could be given to using illustrative material that is more representative of communities across the city.	No changes required
	<p>Equalities issues raised Framework does not demonstrate inclusiveness through its illustrative material. Pictures mainly show younger, white people with no visible disabilities using the spaces. There are very few BME people, no older people, only one or two children and no one using a stick or in a wheelchair.</p>	<p>Response The Framework does address issues of inclusivity (see 'Land Use Plan' below). However, consideration could be given to illustrative material that is more representative of communities across the city.</p>			
Placeshaping approach					
Key Aspects					
The Urban Structure	<p>Positive The functions of 'the urban structure' identified, in particular the creation of an urban structure that is responsive to communities, will benefit all people with protected characteristics.</p>		N/A	N/A	No changes required

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?	Proposed Actions		Outcome
		Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
The Public Realm	<p>Positive The qualities of 'the public realm' identified, in particular 'comfortable' (safe and inclusive), 'connected (making it easy for all users to move around) and 'convivial' (encourages positive interaction for all members of the community), will benefit all people with protected characteristics.</p> <p>The objective to reduce or remove through vehicular traffic may impact on people who are car dependent, such as people with disabilities. However, the Framework provides sufficient flexibility to address the needs of car dependent groups and appropriate provision will be made for Disabled Parking through the application of the Council's Parking Standards set out in the Local Plan (see 'Pedestrian route improvements' below).</p>	N/A	N/A	No changes required
Placeshaping response to key challenges				
Destination befitting a European Green Capital	<p>Positive The delivery of a new arena for the city with a rich mix of complimentary uses and a vibrant public realm will generally benefit all people with protected characteristics.</p>	N/A	N/A	No changes required
A more direct link to the city centre	<p>Positive The remodelling of the Temple Gate/Temple Circus road corridor to ease pedestrian/cycle movement between the station and the city centre will generally benefit all people with protected characteristics. This will be of particular benefit to people with disabilities, older people and families with young children.</p>	N/A	N/A	No changes required
Distinctive places	<p>Positive The redevelopment of vacant sites within the area to create new</p>	N/A	N/A	No changes required

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?	Proposed Actions		Outcome
		Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
	places of different character will generally benefit all people protected characteristics.			
A 21st century transport interchange	Positive Significant improvements to the access to Temple Meads Station and easier movement between transport modes around the station will generally benefit all people with protected characteristics. This will be of particular benefit to people with disabilities, older people and families with young children.	N/A	N/A	No changes required
A Reconnected, Walkable Neighbourhood	Positive Greater access and ease of pedestrian/cycle movement through the area, removing barriers created by rail infrastructure and waterways, will benefit all people with protected characteristics. This will be of particular benefit to people with disabilities, older people and families with young children.	N/A	N/A	No changes required
Waterways Reanimated	Positive Introducing new activity to the area's waterways will benefit all people with protected characteristics.	N/A	N/A	No changes required
A Network of New and Rediscovered Public Spaces	Positive A focus on public realm, creating new and distinct spaces across the area will benefit all people with protected characteristics.	N/A	N/A	No changes required
Legible Landmarks	Positive Using old and new landmark buildings to greatly improve wayfinding across the area will benefit all people with protected characteristics.	N/A	N/A	No changes required

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?	Proposed Actions		Outcome
		Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
Inter related layers				
Development layout	<p><u>Relevant Local Plan Policies – Previous EqIA Assessment</u></p> <p>Core Strategy BCS9: Positive Core Strategy BCS21: Positive Core Strategy BCS22: Neutral SADMP DM17: Positive SADMP DM26: Positive SADMP DM27: Positive SADMP DM31: Positive BCAP BCAP34: Positive</p> <ul style="list-style-type: none"> A coherent and coordinated development layout which provides a positive relationship between development, streets, spaces, green infrastructure and heritage assets will generally benefit all members of the community. The approach is consistent with the above Local Plan policies previously assessed as having no negative impacts. Specific equalities issues raised in relation to The Framework can be addressed (see below). <p>Overall the approach should generally benefit all people with protected characteristics and is assessed as Positive.</p>	N/A	N/A	No changes required
	<p>Equalities issues raised Framework does not address issues of good lighting and surveillance from occupied buildings to increase feelings of personal safety. Perceptions of personal safety may be an issue for particular groups such as women or older people.</p>	<p>Response The Framework does address the general issue of safety in the following sections:</p> <ul style="list-style-type: none"> <i>Placeshaping approach - Key aspects - Public Realm</i> Safety is included in and supported by the public realm qualities (see 'Comfortable', 		

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?		Proposed Actions		Outcome
			Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
		<p><i>Convivial' and 'Animated')</i></p> <ul style="list-style-type: none"> • <i>Placeshaping approach - Inter related layers – New and enhanced public spaces</i> The improvement of existing and creation of new public spaces is underpinned by the public realm qualities (see above). A safe public realm is promoted. • <i>Placeshaping approach - Inter related layers - Development layout/Land use plan</i> The promotion of mixed-use development parcels (including residential), active ground floor uses and meanwhile uses on vacant sites will generate day long activity and support a safe public realm • <i>Placeshaping approach - Inter related layers – Pedestrian route improvements</i> The delivery of safe pedestrian routes is sought. • <i>Framework companion document BTQEZ Making People-Friendly Streets and Spaces</i> Addresses the issue of personal safety within the public realm. <p>Issues would be addressed in detail at the masterplanning/application stage through Local Plan Policy: DM28 identifies the need for appropriate lighting; DM27/DM29</p>			

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?		Proposed Actions		Outcome
			Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
		identify the need for natural surveillance.			
Development form	<p><u>Relevant Local Plan Policies – Previous EqlA Assessment</u></p> <p>Core Strategy BCS2: Neutral Core Strategy BCS20: Neutral Core Strategy BCS21: Positive Core Strategy BCS22: Neutral SADMP DM26: Positive SADMP DM27: Positive SADMP DM31: Positive</p> <ul style="list-style-type: none"> • A development form that is appropriate and delivers a positive contribution to the character, appearance and enjoyment of the area including the protection and possible enhancement of important views and vistas will generally benefit all members of the community. • The approach is consistent with the above Local Plan policies previously assessed as having no negative impacts. • Specific equalities issues raised in relation to The Framework and through previous EqlAs of the Local Plan can be addressed (see below). <p>Overall the approach should generally benefit all people with protected characteristics and is assessed as Positive.</p>		N/A	N/A	No changes required
	<p>Equalities issues raised The Framework does not ensure that housing and active ground floor uses are accessible to disabled people. Previous concerns were raised with BCS22 relating to accessibility of</p>	<p>Response Issues would be addressed in detail at the masterplanning/application stage through Local Plan policy: DM2/ DM4 require a proportion of wheelchair accessible housing to be provided; BCS21/ DM28 require</p>			

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?		Proposed Actions		Outcome
			Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
	historic buildings.	<p>inclusive access to new buildings; DM29 requires inclusive access to new/altered shopfronts.</p> <p>Issues would also be addressed through DDA legislation.</p>			
	<p>Previous concerns raised with BCS20 that higher densities may result in smaller dwelling sizes that may be unsuitable for the needs of certain groups e.g. people with disabilities and families (including households with children).</p>	<p>The Framework does address the general issue of family housing in the following section:</p> <ul style="list-style-type: none"> <i>Placeshaping approach - Inter related layers - Development layout/Land use plan</i> Development of new homes will be expected to contain a proportion of family sized homes. <p>Issue would be addressed in detail at the masterplanning/application stage through Local Plan policy: BCS18 requires compliance with space standards; DM2/DM4 require a proportion of Wheelchair accessible housing to be provided; BCAP3 requires a proportion of Family housing to be provided.</p>			
Land use plan	<p><u>Relevant Local Plan Policies – Previous EqIA Assessment</u></p> <p><i>Core Strategy BCS16: Neutral</i> <i>BCAP BCAP3: Positive</i> <i>BCAP BCAP12: Positive</i> <i>BCAP BCAP31: Positive</i> <i>BCAP BCAP35: Positive</i></p> <ul style="list-style-type: none"> The development of a wide range of uses, including employment, 		<p>Measures to address flood risk are proposed including surface water management, specific land use planning approaches, flood control and flood mitigation. These measures will minimise harmful impacts due to</p>	N/A	No changes required

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?	Proposed Actions		Outcome
		Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
	<p>residential and leisure, as part of the growth and regeneration of the area will generally benefit all members of the community.</p> <ul style="list-style-type: none"> The approach is consistent with the above Local Plan policies, with the exception of the flood risk element of BCAP35. All policies have been previously assessed as having no negative impacts. The approach is inconsistent with BCAP35 in relation to flood risk. The policy requires that the development of sites at risk of flooding be supported by a flood risk sequential test to steer new development to areas with the lowest probability of flooding. The Spatial Framework land use plan indicates vulnerable uses, such as residential, in higher flood risk areas. This could have a negative impact on certain groups such as older people, families with children, and people with disabilities who may be more vulnerable should flooding occur. Measures to address this issue are proposed (see right). Specific equalities issues raised in relation to The Framework can be addressed (see below). <p>Overall the approach should generally benefit all people with protective characteristics, however there is a potential for some negative impacts on certain groups as vulnerable uses have been located in flood risk areas. However, measures to address this issue are proposed (see right). The approach is therefore assessed as Positive with some potential Negative impacts which can be mitigated.</p>	flooding and mitigate potentially negative impacts on certain groups more vulnerable in flood conditions.		
	<p>Equalities issues raised The Framework does not:</p> <ul style="list-style-type: none"> Identify commercial and leisure opportunities that might attract cultural diversity and specific equalities communities; Identify areas for different communities to socialise. 	<p>Response The Framework does consider general issues of inclusivity in the following sections:</p> <ul style="list-style-type: none"> <i>Placeshaping approach - Key aspects - Public Realm</i> Inclusive public realm is included in and supported by the public 		

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?		Proposed Actions		Outcome
			Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
		<p>realm qualities (see 'Comfortable', 'Connected', 'Convivial' and 'Animated')</p> <ul style="list-style-type: none"> • <i>Placeshaping approach - Inter related layers – New and enhanced public spaces</i> The improvement of existing and creation of new public spaces is underpinned by the public realm qualities (see above). An inclusive public realm is promoted. • <i>Framework companion document BTQEZ Making People-Friendly Streets and Spaces</i> Acknowledges the importance of well-designed, maintained and managed streets and public spaces in promoting diversity and democracy, culture and creativity. <p>Issues would be addressed in detail at the masterplanning/application stage through Local Plan policy: BCS21 supports cultural diversity by promoting a multi-functional public realm, diversity and choice through mixed use and creating spaces adaptable to changing social conditions; BCS11 seeks the provision of infrastructure, facilities and services from development. This could include community facilities that meet the entire community's needs.</p>			

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?		Proposed Actions		Outcome
			Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
	<p>The Framework does not identify affordable housing for young people and families and sheltered housing for older people and those needing enhanced care.</p>	<p>The Framework does address the general issue of family housing in the following section:</p> <ul style="list-style-type: none"> <i>Placeshaping approach - Inter related layers - Development layout/Land use plan</i> Development of new homes will be expected to contain a proportion of family sized homes. <p>Issue would be addressed in detail at the masterplanning/ application stage through Local Plan policy: BCS17/DM3 require the provision of Affordable Housing; BCAP3 requires a proportion of Family housing to be provided.</p>			
Heating and high speed broadband networks	<p><u>Relevant Local Plan Policies – Previous EqIA Assessment</u></p> <p><i>Core Strategy BCS13: Neutral</i> <i>Core Strategy BCS14: Neutral</i> <i>Core Strategy BCS15: Neutral</i> <i>BCAP BCAP21: Positive</i></p> <ul style="list-style-type: none"> The provision of a low carbon district heating network and superfast broadband will generally benefit all members of the community. Superfast broadband will be of particular benefit to people who may be more isolated such as older people, people with disabilities and single parents with young children. The approach is consistent with the above Local Plan policies previously assessed as having no negative impacts. Specific equalities issues raised through previous EqIAs of the Local Plan can be addressed (see below). 		N/A	N/A	No changes required

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?		Proposed Actions		Outcome
			Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
	<p>Overall the approach should generally benefit all people with protected characteristics and is assessed as Positive.</p>				
	<p>Equalities issues raised Previous concerns raised with Core Strategy policies (BCS13, BCS14, BCS15) that development costs associated with the implementation of this policy would result in higher housing costs with a disproportionate impact on lower income households.</p>	<p>Response Mitigated by decreased fuel costs over time with long-term benefits to all residents.</p>			
New and enhanced public spaces	<p><u>Relevant Local Plan Policies – Previous EqIA Assessment</u></p> <p><i>Core Strategy BCS9: Positive</i> <i>Core Strategy BCS21: Positive</i> <i>SADMP DM28: Positive</i> <i>BCAP BCAP33: Positive</i></p> <ul style="list-style-type: none"> The provision of new and enhanced public spaces will generally benefit all members of the community. The approach is consistent with the above Local Plan policies previously assessed as having no negative impacts. Specific equalities issues raised in relation to the Framework can be addressed (see below). <p>Overall the approach should generally benefit all people with protected characteristics and is assessed as Positive.</p>		N/A	N/A	No changes required
	<p>Equalities issues raised The Framework does not identify:</p> <ul style="list-style-type: none"> Family friendly spaces, in particular provision of 	<p>Response The Framework does address the general issue of inclusive public realm in the following sections:</p>			

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?		Proposed Actions		Outcome
			Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
	<ul style="list-style-type: none"> playgrounds and childcare; Shared space that is designed to be welcoming for those with impaired sight, hearing and mobility or who are young and old; The design and lighting of bus stops. 	<ul style="list-style-type: none"> <i>Placeshaping approach - Key aspects - Public Realm</i> Inclusive public realm is included in and supported by the public realm qualities (see 'Comfortable', 'Connected', 'Convivial' and 'Animated') <i>Placeshaping approach - Inter related layers – New and enhanced public spaces</i> The improvement of existing and creation of new public spaces is underpinned by the public realm qualities (see above). An inclusive public realm is promoted. <i>Placeshaping approach - Inter related layers – Pedestrian route improvements/Quayside walkways and bridges</i> The delivery of accessible pedestrian routes including Quayside walkways is sought. <i>Framework companion document BTQEZ Making People-Friendly Streets and Spaces</i> Promotes the idea of well designed, multi-functional and connected public streets and spaces to deliver social benefits including stronger more inclusive communities. <p>Issues would be addressed in detail at the masterplanning/ application stage through Local Plan policy: BCS21/DM27/DM29 promote an inclusive and high quality Public Realm; BCS11 seeks the provision of</p>			

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?		Proposed Actions		Outcome
			Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
		infrastructure, facilities and services from development. This could include childcare provision.			
Pedestrian route improvements	<p><u>Relevant Local Plan Policies – Previous EqIA Assessment</u></p> <p><i>Core Strategy BCS10</i> Neutral <i>Core Strategy BCS21</i> Positive <i>SADMP DM22</i> Positive <i>SADMP DM23</i> Positive <i>SADMP DM28</i> Positive <i>BCAP BCAP22</i> Positive <i>BCAP BCAP30</i> Positive <i>BCAP BCAP32</i> Positive</p> <ul style="list-style-type: none"> The creation of new pedestrian routes and the enhancement of existing pedestrian routes will generally benefit all members of the community. The approach is consistent with the above Local Plan policies previously assessed as having no negative impacts. Specific equalities issues raised in relation to the Framework and through previous EqIAs of the Local Plan can be addressed (see below). <p>Overall the approach should generally benefit all people with protected characteristics and is assessed as Positive.</p>		N/A	N/A	No changes required
	<p>Equalities issues raised Previous concerns raised with Core Strategy policy (BCS10) that the promotion of alternative methods of transport to the car could disadvantage groups more reliant on this means of transportation, such as people with disabilities and</p>	<p>Response The Framework does address private car use in the following sections:</p> <ul style="list-style-type: none"> <i>Placeshaping approach - Inter related layers – Public transport and station improvements</i> 			

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?		Proposed Actions		Outcome
			Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
		<ul style="list-style-type: none"> Emerging BCC Highway design guidance. See also 'Development Layout' - response to equalities issues raised in relation to safety. 			
Quayside walkways and bridges	<p><u>Relevant Local Plan Policies – Previous EqIA Assessment</u></p> <p><i>Core Strategy BCS10</i> Neutral <i>Core Strategy BCS21</i> Positive <i>SADMP DM22</i> Positive <i>SADMP DM23</i> Positive <i>SADMP DM28</i> Positive <i>BCAP BCAP22</i> Positive <i>BCAP BCAP30</i> Positive <i>BCAP BCAP32</i> Positive</p> <ul style="list-style-type: none"> The creation of new quayside walkways and bridges to enable greater access to the city's waterways will generally benefit all members of the community. The approach is consistent with the above Local Plan policies previously assessed as having no negative impacts. Specific equalities issues raised in relation to the Framework and through previous EqIAs of the Local Plan can be addressed (see below). <p>Overall the approach should generally benefit all people with protected characteristics and is assessed as Positive.</p>		N/A	N/A	No changes required
	<p>Equalities issues raised</p> <p>Previous concerns raised with Core Strategy policy (BCS10) that the promotion of alternative methods of</p>	<p>Response</p> <p>See 'Pedestrian route improvements' - response to equalities issues raised.</p>			

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?		Proposed Actions		Outcome
			Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
	<p>transport to the car could disadvantage groups more reliant on this means of transportation, such as people with disabilities and households with young children.</p> <p>The Framework should indicate segregation of pedestrians and cyclists on all identified cycle/pedestrian routes including quayside walkways.</p>				
Cycle route improvements	<p><u>Relevant Local Plan Policies – Previous EqIA Assessment</u></p> <p><i>Core Strategy BCS10</i> Neutral <i>Core Strategy BCS21</i> Positive <i>SADMP DM22</i> Positive <i>SADMP DM23</i> Positive <i>SADMP DM28</i> Positive <i>BCAP BCAP22</i> Positive</p> <ul style="list-style-type: none"> • Improvements to cycle routes will generally benefit all members of the community. • The approach is consistent with the above Local Plan policies previously assessed as having no negative impacts. • Specific equalities issues raised in relation to the Framework and through previous EqIAs of the Local Plan can be addressed (see below). <p>Overall the approach should generally benefit all people with protected characteristics and is assessed as Positive.</p>		N/A	N/A	No changes required
	<p>Equalities issues raised Previous concerns raised with Core Strategy policy (BCS10) that the</p>	<p>Response See 'Pedestrian route improvements' - response to equalities issues raised.</p>			

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?		Proposed Actions		Outcome
			Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
	<p>promotion of alternative methods of transport to the car could disadvantage groups more reliant on this means of transportation, such as people with disabilities and households with young children.</p> <p>The Framework should indicate segregation of pedestrians and cyclists on all identified cycle/pedestrian routes including quayside walkways.</p>				
Public transport and station improvements improvements	<p><u>Relevant Local Plan Policies – Previous EqIA Assessment</u></p> <p><i>Core Strategy BCS10 Neutral</i> <i>SADMP DM23 Positive</i> <i>BCAP BCAP28 Positive</i></p> <ul style="list-style-type: none"> • The aspiration to deliver a world class railway hub with outstanding station facilities will generally benefit all members of the community. Significant improvements to the access to Temple Meads Station and easier movement between transport modes around the station will be of particular benefit to people with disabilities, older people and families with young children. • The approach is consistent with the above Local Plan policies previously assessed as having no negative impacts. • Specific equalities issues raised in relation to the Framework and through previous EqIAs of the Local Plan can be addressed (see below). <p>Overall the approach should generally benefit all people with protected characteristics and is assessed as Positive.</p>		N/A	N/A	No changes required

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?		Proposed Actions		Outcome
			Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
	<p>Equalities issues raised Previous concerns raised with Core Strategy policy (BCS10) that the promotion of alternative methods of transport to the car could disadvantage groups more reliant on this means of transportation, such as people with disabilities and households with young children.</p> <p>The Framework does not address transport for people with different needs, in particular the need for easy transfer between rail and bus and access to different parts the EZ from different areas.</p> <p>The Framework does not address:</p> <ul style="list-style-type: none"> • Accessible public transport, buses from south and east Bristol and increased frequency of trains on the Severn Beach line. 	<p>Response See 'Pedestrian route improvements' - response to equalities issues raised.</p> <p>The Framework does address the general issue of mobility around the station in the following section:</p> <ul style="list-style-type: none"> • <i>Placeshaping approach - Inter related layers – Public transport and station improvements</i> A longer term masterplanning exercise will be commissioned to explore the reconfiguration of the station interchange zone. This will address the full range of accessibility requirements for transfers between rail and bus in the area. <p>See also 'Pedestrian route improvements' - response to equalities issues raised</p> <p>Whilst outside the scope of the urban design principles set out in the TQEZ Spatial Framework, the creation of a new city quarter and transport interchange may facilitate improvements to public transport infrastructure and service scheduling.</p> 			

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?	Proposed Actions		Outcome		
		Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities			
Changes to highway access	<p><u>Relevant Local Plan Policies – Previous EqlA Assessment</u></p> <p><i>Core Strategy BCS10 Neutral</i></p> <ul style="list-style-type: none"> Maximising opportunities for walking, cycling and public transport through reconfigurations to the highway network will generally benefit all members of the community. Improvements including the remodelling of the Temple Gate/Temple Circus road corridor and future improvements to the A4 corridor to ease pedestrian/cycle movement will be of particular benefit to people with disabilities, older people and families with young children The approach is consistent with the above Local Plan policy previously assessed as having no negative impact. Specific equalities issues raised through previous EqlAs of the Local Plan can be addressed (see below). <p>Overall the approach should generally benefit all people with protected characteristics and is assessed as Positive.</p>	N/A	N/A	No changes required		
	<table border="1"> <tr> <td> <p>Equalities issues raised Previous concerns raised with Core Strategy policy (BCS10) that the promotion of alternative methods of transport to the car could disadvantage groups more reliant on this means of transportation, such as people with disabilities and households with young children.</p> </td> <td> <p>Response See 'Pedestrian route improvements'.</p> </td> </tr> </table>	<p>Equalities issues raised Previous concerns raised with Core Strategy policy (BCS10) that the promotion of alternative methods of transport to the car could disadvantage groups more reliant on this means of transportation, such as people with disabilities and households with young children.</p>	<p>Response See 'Pedestrian route improvements'.</p>			
<p>Equalities issues raised Previous concerns raised with Core Strategy policy (BCS10) that the promotion of alternative methods of transport to the car could disadvantage groups more reliant on this means of transportation, such as people with disabilities and households with young children.</p>	<p>Response See 'Pedestrian route improvements'.</p>					
Place Plans						
Temple Meads City Gateway	<p>Positive The approach incorporates the following inter related layers assessed above as follows:</p>	N/A	N/A	No changes required		

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?	Proposed Actions		Outcome
		Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
	<ul style="list-style-type: none"> - Development layout – Positive - Development form – Positive - Land use plan – Positive/Negative - New and enhanced public spaces – Positive - Pedestrian route improvement – Positive - Quayside walkways and bridges – Positive - Cycle route improvements – Positive - Public transport and station improvements – Positive - Changes to highway access - Positive <p>As negative impacts of the Land use plan relating to flood risk can be mitigated and all other impacts are positive the Place Plan approach will generally benefit all people with protected characteristics.</p>			
Temple Quay	<p>Positive The approach incorporates the following inter related layers assessed above as follows:</p> <ul style="list-style-type: none"> - Development layout – Positive - Development form – Positive - Land use plan – Positive/Negative - New and enhanced public spaces – Positive - Pedestrian route improvement – Positive - Quayside walkways and bridges – Positive - Cycle route improvements – Positive - Public transport and station improvements – Positive - Changes to highway access - Positive <p>As negative impacts of the Land use plan relating to flood risk can be mitigated and all other impacts are positive the Place Plan approach will generally benefit all people with protected characteristics.</p>	N/A	N/A	No changes required

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?	Proposed Actions		Outcome
		Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
Silverthorne Lane	<p>Positive The approach incorporates the following inter related layers assessed above as follows:</p> <ul style="list-style-type: none"> - Development layout – Positive - Development form – Positive - Land use plan – Positive/Negative - New and enhanced public spaces – Positive - Pedestrian route improvement – Positive - Quayside walkways and bridges – Positive - Cycle route improvements – Positive - Public transport and station improvements – Positive - Changes to highway access - Positive <p>As negative impacts of the Land use plan relating to flood risk can be mitigated and all other impacts are positive the Place Plan approach will generally benefit all people with protected characteristics.</p>	N/A	N/A	No changes required
Avon Riverside	<p>Positive The approach incorporates the following inter related layers assessed above as follows:</p> <ul style="list-style-type: none"> - Development layout – Positive - Development form – Positive - Land use plan – Positive/Negative - New and enhanced public spaces – Positive - Pedestrian route improvement – Positive - Quayside walkways and bridges – Positive - Cycle route improvements – Positive - Public transport and station improvements – Positive - Changes to highway access - Positive <p>As negative impacts of the Land use plan relating to flood risk can be</p>	N/A	N/A	No changes required

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?	Proposed Actions		Outcome
		Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
	mitigated and all other impacts are positive the Place Plan approach will generally benefit all people with protected characteristics.			

Step 4: So what?

- *How has the equality impact assessment informed or changed the proposal?*
- *What actions have been identified going forward?*
- *How will the impact of your proposal and actions be measured moving forward?*

- 3.10 The purpose of the assessment is to ensure that the TQEZ Spatial Framework has been developed with due regard to the Public Sector Equality Duty, in particular the need to promote equality of opportunity, to eliminate unlawful discrimination and to promote good relations across the community. From the outset officers did not envisage that any aspect of 'The Framework' would raise concerns in these areas.
- 3.11 The TQEZ Spatial Framework promotes an integrated placemaking approach that puts sustainable urban design at its core. Following key urban design principles the aim is to create a high quality distinctive and sustainable working, living and leisure environment connected to a 21st century transport interchange with greatly improved pedestrian, cycling and public transport infrastructure. This will deliver economic and environmental benefits to users of the area but also social benefits, in particular improvements to the physical and mental health and well-being of all individuals, the creation of better opportunities for social interaction, supporting the creation of stronger more inclusive communities and helping to achieve a higher quality of life. In this way the TQEZ Spatial Framework is seeking to realise a key requirement of the Public Sector Equality Duty - to promote equality of opportunity.
- 3.12 As expected the assessment has not identified any substantive equalities issues. The assessment has identified mostly positive impacts for people with 'protected characteristics' with many elements of 'The Framework' actively seeking to advance equality of opportunity and to foster better relations between different sectors of the community. Particularly positive elements of the placeshaping approach include the creation of safe, inclusive and accessible environments, the creation of places that encourage positive social interaction between all groups and the creation of an urban structure that fosters social capital.
- 3.13 The potential for discrimination to occur through the application of 'The Framework' is considered extremely limited. Whilst one negative impact was identified in relation to flood risk mitigating measures have been proposed. Although 'The Framework' addresses issues of inclusivity consideration could be given to using illustrative material that is more representative of communities across the city.
- 3.14 The impact of the TQEZ Spatial Framework will be monitored by the Council on an on-going basis. The Framework sets the strategic context for future masterplans and briefs for areas within the Enterprise Zone. This will necessitate continuing engagement with Enterprise Zone Partners and key stakeholders, including equalities groups, to develop further detailed plans for the area. 'The Framework' is also designed to be flexible and can accommodate shifts in culture and attitudes over time.

- 3.15 'The Framework' provides local context to a number of existing Local Plan policies. These policies are formally monitored through the Authority's Monitoring Report, undertaken annually. This includes an assessment of the implementation of policies which can provide an opportunity to identify any potential equalities impacts over time.

Appendix A

Framework Summary

Vision	
A liveable city quarter by design	<p>The Spatial Framework promotes the creation of a liveable city quarter.</p> <p>A liveable city is marked by a healthy and happy community, a vibrant and responsible urban economy, and intelligent, flexible and resilient infrastructure. It will be thriving, socially inclusive, biodiverse and energy efficient. It will promote physical activity and encourage healthy lifestyles as the normal, easy choice.</p> <p>The liveable city offers a high quality of life. Liveability and quality of place are key factors in attracting and retaining high value knowledge and creative industries and their highly skilled and mobile workers. A liveable city is a competitive city.</p>
Placeshaping approach	
Key aspects	<p>The Urban Structure</p> <p>Urban structure is the spatial arrangement and form of streets, open spaces, infrastructure, buildings and land uses influenced by topography, waterways and landscape setting.</p> <p>The Spatial Framework is a tool to guide and shape a more responsive urban structure that:</p> <ul style="list-style-type: none"> • supports a resilient and dynamic mix of buildings and land uses; • is founded upon a deeper understanding of the relationships and interactions between built and natural environment, community, economy, infrastructure; • has an adaptive ability to accommodate change; • can evolve incrementally over time. <p>The Public Realm</p> <p>The Spatial Framework promotes the following public realm qualities:</p>

	<ul style="list-style-type: none"> • Characterful - responds to local context delivering a Temple Quarter that is rich in built and natural character • Comfortable - is safe, inclusive and attractive to meet, gather, work, relax and move through • Connected - connects well with Bristol's wider movement network, reducing or removing through-vehicular traffic and making it easy for all users to move around • Resilient - uses timeless, attractive, durable materials, exploit best available techniques, high environmental performance and are easily maintainable • Convivial - encourages positive interaction for all members of the community • Animated - is designed to inspire; providing the canvas for the creative, artistic, sociable and playful opportunities of city life • Versatile - is flexible enough to accommodate future change without significant re-design
<p>Placeshaping Response</p>	<p>Destination befitting a European Green Capital</p> <p>Temple Quarter will become a destination in its own right, with the arena acting as a catalyst for a rich mix of complementary activities (some permanent, some temporary), all supported by a vibrant public realm.</p> <p>A more direct link to the city centre</p> <p>The Temple Gate/Temple Circus road corridor will be remodelled so that it is no longer such a barrier for people moving on foot or cycle between the railway station and the city centre.</p> <p>Distinctive places</p> <p>Temple Quarter's vacant sites will be imaginatively redeveloped to create a number of distinct places each with their own unique character. An increasingly vibrant city-facing gateway will flourish alongside a rejuvenated, more tranquil neighbourhood backwater.</p> <p>A 21st century transport interchange</p> <p>Investment in Temple Meads station will create a spacious station with pedestrian access from all directions and beneath. The station will sit within a wider interchange zone, which provides clear and convenient movement between transport modes.</p>

	<p>A reconnected, walkable neighbourhood</p> <p>A series of new bridges, tunnels and waterfront walkways will help pedestrians and cyclists to move through the area, removing barriers currently created by rail infrastructure and water-courses.</p> <p>Waterways reanimated</p> <p>Temple Quarter's extensive water front will become teeming with life, the focus being Totterdown Basin where harbour, canal and river converge. New boat moorings, boardwalks, cafes and bars will attract people both day and evening.</p> <p>A network of new and rediscovered public spaces</p> <p>Temple quarter will put the public realm at the heart of its rejuvenation, whether it is spacious arrival spaces (Temple Meads station), well-used event spaces (Arena Island), or off the beaten track 'found' spaces (Silverthorne Lane).</p> <p>Legible landmarks</p> <p>Temple Quarter's existing rich heritage such as the station will be allowed to shine and will be complemented by new landmark buildings and spaces located to provide greater wayfinding through the area.</p>
<p>Inter related layers</p>	<p>Development layout</p> <p><u>Coherent spatial arrangement</u></p> <ul style="list-style-type: none"> • Based on existing landscape structure, local pattern and grain of development, retained historic assets and important views. • Provides for an inter-connected network of street and public spaces based on a logical and legible hierarchy of routes and intersections. • Protects and enhances the strategic green infrastructure network. • Development predominantly arranged into perimeter blocks. • Block structure designed to be flexible and adaptable. <p><u>Public fronts/private backs</u></p> <ul style="list-style-type: none"> • Creation of public/active fronts and private/passive backs. • Provision of active frontages.

Relevant key Local Plan policies

- DM27: Layout and Form.

Development form

Building heights

- 3 bands of building heights:
 - Low-rise (1-4 storeys);
 - Medium-rise (5-8 storeys);
 - High-rise (9+ storeys).
- EZ an appropriate location for medium-rise buildings.
- Low rise promoted immediately around the station (to retain views to the station), the historic core around Silverthorne Lane and Bath Road (to retain views to the Totterdown escarpment).
- Opportunities for tall buildings at: Arena Island, former Royal Mail Sorting Office, Plot 3 (fronting the Floating Harbour and the Eastern end of the Feeder).

Focal buildings

- Promotes the creation of a number of focal buildings at:
 - The Arena site;
 - Bath Road opposite the Arena;
 - Entrances to Temple Meads from the East, West and North;
 - Proposed market hall building within the Silverthorne Lane area.
- Focal buildings to provide visual accentuation (does not imply a tall building).

Important views and vistas

- Protection/enhancement of views to the tower of Temple Meads and St. Mary Redcliffe;
- New views to new focal buildings.

A Relevant key Local Plan policies

- BCS20: Effective and Efficient Use of Land.

Land use plan

Mixed-use development

- Promotes the creation of mixed-use development parcels
- Employment emphasis: in and around the transport interchange
- Housing emphasis: along the area's water frontages
- Leisure emphasis – locations of high footfall adjacent to key public spaces
- Retail – In and around Temple Meads (grab and go food, non-food, public house/wine bar and hotel)
- Creation of work hubs (an environment that facilitates economic and social interaction and the exchange of goods services and ideas)

Active ground floor uses

- Promotion of active ground floor uses in areas with highest footfall.

Meanwhile use

- Promotes the use of 'meanwhile uses' particularly on vacant sites en route to the arena.

Relevant key Local Plan policies

- BCAP3: Family sized homes.
- BCAP12: Vacant sites and temporary uses.
- BCAP31: Active ground floor uses and active frontages in Bristol City Centre.

Heating and high speed broadband networks

Heating networks

- Enterprise zone identified as a possible location for a Heat Network.
- Energy centres identified in the following locations:
 - Broughton House
 - 100 Temple Street
 - Arena
 - Days Road
 - Victoria Road

High speed broadband

- Access to high speed broadband

General purpose service trench

- Extensions to existing duct to provide a wide range of utilities including district heating and high speed broadband across the enterprise zone.

New and enhanced public spaces

- New public spaces proposed in the following locations:
 - Front of 100 Temple Street#
 - Northern entrance to temple Meads
 - New eastern entrance to Temple Meads
 - The Arena
 - Bath Road entrance to the Arena
 - East bank of the River Avon opposite Arena Island
 - Avon Street Market Place
- Improvements to existing public spaces in the following locations:
 - Broad Plain
 - Station Approach
 - The Square and Amphitheatre at Temple Quay South
- Landscape and green space improvements in the following locations:
 - Totterdown Basin
 - Northern Bank of the New Cut
 - Totterdown Reserve
 - Sparke Evans Park
 - St. Mary Redcliffe Cemetery
- Reanimated historic yard spaces in the following locations:
 - Brunel yard
 - Bristol and Exeter yard
 - Motion nightclub
 - St. Vincent's Works yards

Pedestrian route improvements

Delivering attractive, accessible and safe pedestrian routes in Temple Quarter

- Extension and enhancement of the following routes:
 - Brunel Mile (linking Temple Meads with the City Centre)
 - Temple Gate (Linking Redcliffe Way with Victoria Street)
 - Old Market Bus Hub Link (linking Temple Quay with Old Market)
 - The Friary (linking Temple Quay with the Dings)
 - Redcliffe Hill Bus Hub Link (linking Temple Meads with Redcliffe Hill)
- New routes including:
 - Station Street (a new public street beneath the train station)
 - Bath Road Promenade (linking Temple Meads to the Three Lamps junction)
 - Silverthorne Lane/Gas Lane/Kingsland Road/Midland Road (linking a new eastern entrance to Temple Meads to Old Market)
 - Arena Island (a new route through Arena Island connecting Bath Road to a new eastern entrance to Temple Meads)

Relevant key Local Plan policies

- BCAP30: Pedestrian routes

Quayside walkways and bridges

Delivering a vibrant waterfront in Temple Quarter

- New quayside walkways are identified in the following locations:
 - Finzel's Reach (access currently being created adjacent to the EZ along the edge of this development site.)
 - Floating Harbour – North Shore (pontoon boardwalk linking St. Philips Bridge to Valentine's Bridge and a new quayside path connecting Temple Quay North and Totterdown Basin)
 - Floating Harbour – South Shore (pontoon boardwalk connecting the ferry landing stage at Temple Quay southwards to Totterdown Basin)
 - Feeder Canal – North Shore (new waterside link connecting an upgraded St. Vincent's Bridge with a new space created next to the existing harbour inlet)
 - Riverside (riverside route, allowing people to move on foot and bike between the new bridges over to Arena Island)
 - Totterdown Reach (riverside path providing an alternative to Bath Road and linking directly into Paintworks)
 - Paintworks (extension of the riverside path through Paintworks and onto the existing bridge across to Sparke)

Evans Park)

Relevant key Local Plan policies

- BCAP32: Quayside walkways

Cycle Route improvements

- Cycle improvements are identified on the following routes:
 - Brunel Mile (Extended to an improved northern entrance into Temple Meads)
 - Temple Gate - Temple Way (A new two-way, delineated cycle route will be promoted along the eastern side of Temple Way, which connects to the remodelled Temple Gate)
 - Old Market Bus Hub Link (Enhanced links to the existing bus hubs at Old Market)
 - Bristol to Bath Railway Path (East-west link between the Brunel Mile and the Bristol to Bath Railway Path enhanced through remodelling of the Temple Circus roundabout creating a more direct and convenient crossing of Temple Gate)
 - Redcliffe Hill Bus Hub Link (Enhanced, more legible cycle link to the existing bus hub at Redcliffe Hill)
 - Clarence Road – Cattle Market Road – Feeder Road (New segregated cycle path along Clarence Road and Cattle Market Road east-west Link – currently underway. Improvements to be extended eastwards to Feeder Road)
 - Bath Road Promenade (Creation of a broad cycle and pedestrian route along the eastern side of the existing highway network either through reallocation of existing highway or the creation of new bridges)
 - River Avon (Improvements to section of cycle path between Cattle Market Road and Sparke Evans Park. New footbridge (St. Phillips Bridge) will connect this path with Arena Island)
 - Arena Island (New route created across new bridge to Arena, through Arena Island and up to Bath Road)

Public transport and station improvements

- Public transport and station improvements are identified as follows:
 - New platform capacity in Midland (Digby Wyatt) Shed and Brunel's Passenger Shed (Reused rail sheds, with two additional platforms being reinstated. May accommodate the arrival of InterCity Express high-speed train service and MetroWest suburban services)
 - New northern station entrance
 - New station ticket hall
 - New eastern station entrance
 - New station street (New tunnel beneath the station connecting the city centre with the areas behind the

- station, including the arena)
- Multi-storey station car park (A 500 space dedicated long-stay car park, short-stay passenger drop-off/pick up, and 800 space cycle park)
- Metrobus stop (A new MetroBus stop serving Temple Meads station located adjacent to the new Temple Gate crossing)
- Park and Ride stop (A relocated Park and Ride stop, located adjacent to the new Temple Gate crossing)
- Bus stops on The Friary (Bus services relocated from the Station Approach to the Friary, with capacity for new services to be introduced over time)
- Bus stops on Temple Gate (Existing inbound bus stops along Temple Gate relocated closer to the new Temple Gate crossing. Outbound bus stops on Temple Gate consolidated into one location, and facilities improved)
- Links to bus hubs at Old Market and Redcliffe (Enhanced, more legible pedestrian links to existing bus hubs at Old Market and Redcliffe Hill)
- Taxi Ranks - Station Approach (Reconfigured, and better organised taxi ranks for both pick-up and drop-off)
- Ferry Services (New ferry landing stage at Totterdown Basin serving the arena)

Relevant key Local Plan policies

- BCAP28: New Interchange Facilities

Changes to highway access

Improving access by walking, cycling and public transport along and across the A4 corridor without reducing traffic capacity

- Planned improvements to Temple Gate/Temple Circus to include:
 - Roundabout replaced with new signal controlled cross road
 - No right turn into the Friary
 - No left turn into Temple Back West
- Extend improvements planned for Temple Gate/Temple Circus southwards along Bath Road to Three Lamps Junction.

The creation of new vehicular access arrangements to both Temple Meads station and the arena

- Planned improvements to Temple Meads Station to include:
 - Isambard Walk Access – New section of road alongside Isambard Walk linking Temple Back East with the Friary
- Proposed access arrangements in relation to the arena to include:

	<ul style="list-style-type: none"> - Primary Vehicular Access - Bridge spanning the Avon (under construction) connecting Cattle Market Road to the Arena - Secondary Vehicular Access from the A4 - Albert Road – Coach pick-up/drop-off - Cattle Market road –Eastbound only, more space for pedestrians and cyclists <p><u>Relevant key Local Plan policies</u></p> <ul style="list-style-type: none"> • BCS10: Transport and Access Improvements
<p>Place Plans</p>	<p>1. Temple Meads City Gateway</p> <p><u>Objectives</u></p> <ul style="list-style-type: none"> • Temple Meads transformed into a city gateway befitting a Green Capital City • A world-class railway hub with outstanding station facilities • Sensitive adaptation of the station’s nationally important heritage assets • A rejuvenated and expanded transport interchange • New mixed use development, including commercial, shops, restaurants and bars • More direct and pleasant pedestrian and cycle routes between the station and the city centre • New public access beneath and around the station complex which kick starts regeneration east of Temple Meads • A rediscovered green heart to the Quarter at Totterdown Basin <p><u>Supporting transport measures</u></p> <ul style="list-style-type: none"> • Delivery of world class railway hub • Removal of Temple circus roundabout and replacement with a simplified signal controlled cross road • Transport interchange zone expanded to include The Friary <p><u>Key public realm and movement projects</u></p> <ul style="list-style-type: none"> • Temple Place (New public square to front of 100 Temple Street) • Brunel Square (New arrival space serving a relocated and improved northern entrance to Temple Meads Station, also marks the start of the Brunel Mile) • Station Approach (More space allocated to public realm following relocation of buses to Friary. Opportunities explored for creating direct access into a new street ticket hall) • Brunel Yard/Bristol and Exeter Yard (Improved historic yard spaces, providing semi-public social spaces serving the surrounding creative industries hubs)

- Square (Existing focal space at a new eastern entrance into Temple Meads Station)
- Totterdown Basin (New waterfront walkway/cycle route and arrange of water-related leisure uses, including a new wharf to accommodate boat moorings)

Key development projects

- TM01 Temple Meads North (Plot 6) (New multi-storey car park serving the station; building to accommodate a new northern entrance into the station at street level; retail, food and drinks outlets; cycle parking; and passenger drop-off /pick-up. Development to the west will preserve views between St. Mary Redcliffe Church and the Station Clock Tower, and provide an active front to Brunel Square, and enclosure to Brunel Yard)
- TM02 Temple Gate (The Island site and Temple Circus) (Gateway buildings opposite Bristol City Council office hub. Existing buildings refurbished and integrated into wider development. Mixed use, including commercial office space, creative industries space, with active ground floor uses and public square)
- TM03 Temple Meads Station (Remodelled station, reintroduction of trains into Digby Wyatt Shed, range of 'convenience' and 'destination' retail space beneath. New street level ticket hall may eventually link to a new station street connecting to the Former Royal Mail Sorting Office and beyond)
- TM04 Bristol and Exeter Yard (including TCN and Collett House site) (New buildings to station forecourt, Temple Gate and Cattle Market Road, better setting to Bristol and Exeter House. Buildings set back from Temple Gate creating more space for pedestrians, cyclists, bus stops and tree planting. More direct pedestrian route between the station entrance and Cattle Market Road, passing through improved yard Space)
- TM05 Bath Parade (Former Garage site, Temple Gate House, Templegate Peugeot and multi-storey car park) (New gateway to city at end of Station Approach, with opportunity for landmark building. Mixed use with active ground floor uses. Buildings set back from Temple Gate creating more space for pedestrians, cyclists, bus stops and tree planting)
- TM06 (Former Royal Mail Sorting Office and environs) (High density, mixed use development arranged on a major public space with direct access to a new station entrance. Water frontage brought back into use with wharf-type buildings accommodating restaurants, cafes and water recreation uses)

-

2. Temple Quay

Objectives

- An increasingly diversified business district – with hotels, conference facilities, bars and restaurants alongside new housing
- High quality, adaptable buildings with outstanding environmental performance
- A legible grid of buildings providing views and links to the harbour's edge and station clock tower

- A more connected harbour's edge that extends to the north and south
- A walkable neighbourhood, with better links to public transport
- New access arrangements via Temple Back East, Isambard Walk and The Friary
- A high quality public realm, animated throughout the day and into the evening
- A remodelled amphitheatre space at the heart of the district
- Broad Plain sympathetically restored

Supporting transport measures

- Better northern entrance provided at the station
- New bus stops provided along The Friary.
- A new road link between Temple Back East and The Friary will improve station access for passenger drop-off/pick up and station parking.
- Pedestrian links to the existing bus hubs at Old Market and Redcliffe Hill will be improved.

Key public realm and movement projects

- Broad Plain (Historic space restored to create new pocket park)
- Floating Harbour (South Shore - New floating pontoon boardwalk)
- Floating Harbour - North Shore (New floating pontoon boardwalk)

Key development projects

- TQ01 Brunel Dock (Plot 3) (Mixed use with active ground floor uses – potential for a high quality hotel and conference facility)
- TQ02 Bank Place (Mixed use with active ground floor uses)
- TQ03 Glassfields (Mixed use with active ground floor uses)
- TQ04-TQ08 Temple Quay North (Greater proportion of active ground level uses sought in blocks yet to be delivered)

3. Silverthorne Lane

Objectives

- An attractive walkable neighbourhood
- Reanimated and sympathetically restored historic streets and yards
- A publicly accessible and connected waterfront

- A direct route to a new easterly station entrance
- Historic buildings and railway arches reused for creative workspace
- New, human-scaled buildings of architectural quality
- A richer mix of uses, including residential - drawing more people into the area
- A new public square - Avon Street Market Place - which becomes a local destination
- Bespoke design solutions to mitigate against flooding

Supporting transport measures

- Limitations on vehicular access, on-street car parking and parking restraint in new developments
- Suggested car parking level of 1 space per 600sqm B1 use identified for the area
- Improved pedestrian links to the transport interchange at the station
- New ferry stop at Totterdown Basin
- Potential for a shared car pool, electric vehicle charging points and a cycle hub

Key public realm and movement projects

- Avon Street Market Place (New local Marketplace. The space is connected to Square via a new pedestrian and cycle bridge)
- North Shore (A new floating pontoon boardwalk to provide temporary access connecting Temple Quay North and Totterdown Basin, replaced in time by a quayside path)
- Feeder Canal - North Shore (A new waterside link connecting an upgraded St. Vincent's Bridge with a new space created next to the existing harbour inlet)

Key development projects

- SL01 Avon Street Wharf (sites between Floating Harbour and Avon Street) (Mixed use development) in wharf-type buildings, with cafes and restaurants)
- SL02 Feeder Works (sites between Feeder Canal and Silverthorne Lane) (Re-used industrial buildings; new canal side piers and walkways; New contemporary mixed use buildings, including residential. Railway arches refurbished and brought back into active use)
- SL03 Gas Works (sites between Avon Street, Silverthorne Lane and Gas Lane) (New heart to area with buildings fronting onto a new public square which connects back to the station. The old Gas Works building reused as a local destination e.g. a market hall or events space. Historic walls retained)
- SL04 Freestone Place (Existing buildings refurbished and new mixed use buildings introduced, including residential)
-

4. Avon Riverside

Objectives

- A new arena, breathing life and vitality into the area
- A new city space - Arena Plaza
- A new business and residential community on
- Arena Island, occupying contemporary, high density buildings
- A walkable neighbourhood, with activity throughout the day and evening
- A reimagined river corridor, increasingly used by pedestrians and cyclists, as part of a regular commute or a recreational stroll
- A string of innovative and green business hubs linking the station and the Paintworks
- A rediscovered green heart to the Quarter at Totterdown Basin
- A better commute for pedestrians and cyclists using Bath Road

Supporting transport measures

- New road bridge currently being built into arena site from Cattle Market Road.
- Access along Cattle Market Road will become eastbound only.
- Car parking restraint for both the arena and other developments in the area, will require significant improvements to access by alternative modes of transport, including walking and cycling, public transport, ferry and taxis.
- Improvements being undertaken include the creation of a new harbourside pontoon walkway, and improvements to Cattle Market Road, Clarence Road and Feeder Road.
- Long term improvements proposed for the Bath Road corridor from Temple Gate through to the Three Lamps junction including a pedestrian/cyclist promenade on land adjacent to the A4.

Key public realm and movement projects

- Arena Plaza (Gathering and meeting place for people attending events at the Arena)
- Arena Terrace (Route taking pedestrians from Bath Road through Arena Island to Temple Meads Station)
- Victor Place Small gateway space connecting Albert Road/St. Phillips to Arena Island via riverside path.
- Sparke Evans Park (Opportunities for community-led initiatives including food growing, city farms, garden centres etc.)
- River Avon (Widened, safer riverside path, connecting Spark Evans Park to Totterdown Basin. Access to the arena via St. Phillips pedestrian bridge, providing access to coach drop-off and pick up on Albert Road)
- Riverside (Riverside route, allowing people to move on foot and bike between the new bridges over to Arena

Island)

Key development projects

- AR01 Arena Island (Diesel Depot Site and access road) (Destination location, providing an opportunity for high quality, high density, mixed uses including an arena, commercial offices, and residential apartments, arranged within blocks fronting onto the river and a new arena Plaza)
- AR02 Fish Dock (Kwik Fit site) (Prominent site on main highway network next to Bath Bridges. Potential for a multi-storey car park supporting the station and/or the arena. Buildings will be set back from Bath Road creating more space for pedestrians, cyclists, and tree planting)
- AR03 Totterdown Reach (sites both sides of Totterdown Bridge) (Mixed use development of residential and small scale commercial/workshops, with riverside path)
- AR04 Paintworks (including the Open Storage site) (Creative hub comprising workshops, live/work units, Houses/apartments)
- AR05 Victor and Albert Works (former Pest Control site, and industrial sites just outside EZ) (High quality business space created on a collection of underutilised riverfront sites just outside the enterprise zone. An opportunity to widen the riverside path, and create better pedestrian linkages back to Albert Road which will be used for drop-off and pick-up for the arena)

Eco Impact Checklist

Title of report: Approval of Temple Quarter Spatial Framework				
Report author: Julie Witham				
Anticipated date of key decision 4th October 2016				
<p>Summary of proposals: The adoption of the following documents for use as material consideration in determining planning applications in the Temple Quarter area:</p> <ul style="list-style-type: none"> • Temple Quarter Spatial Framework • BTQEZ Making People-friendly Streets and Spaces - A Public Realm Guide; and • Sustainable Urban Mobility Plan. 				
Will the proposal impact on...	Yes/No	+ive or -ive	If Yes...	
			Briefly describe impact	Briefly describe Mitigation measures
Emission of Climate Changing Gases?	Yes	+ve and -ve	Construction work, travel, and the ongoing operation of the buildings will emit climate changing gases. Emissions are likely to be reduced if there is a modal shift following the development of the zone.	<ol style="list-style-type: none"> 1. Buildings will be designed and built to achieve BREEAM Excellent (this is required for most buildings in sections 3 and 5 of the framework). 2. Buildings will be ready to connect to the council's heat network (this is covered by Policy BCAP21 and BCS14 and is in section 3 of the framework), or reduce carbon emissions from buildings by 20% (this is included in BCS 13 and 14 and this framework). 3. Travel route improvements are included in the framework and the Strategic Urban Mobility Planning document and throughout framework documents. 4. Any schools built within the zone should follow the council specifications for schools document produced by the Sustainable City and Climate Change Team.
Bristol's resilience to the effects of climate change?	Yes	+ve and -ve	Heatwaves are predicted to become more common. Part of the zone has in	<ol style="list-style-type: none"> 1. Buildings will be modelled to minimise the use energy for space heating and cooling. Various features of buildings and the design of spaces, such as natural ventilation and tree planting is included within the framework documents. Ideally, buildings will be designed to remain at an acceptable

			a 1- in-200 year flood risk.	<p>temperature when maximum outside daytime temperatures exceed 30C for five or more consecutive days (this is in the council's specification for building schools and care homes).</p> <p>2. Flood risk is covered by section 5 of the spatial framework and it is required by National planning policy.</p>
Consumption of non-renewable resources?	Yes	+ve and -ve	Construction and heating will use materials and fuels that may be non-renewable	The BREEAM standard includes consideration of the environmental impacts of construction materials, which are rated in the BRE Green Guide. It is also included in the energy and sustainability statement that is part of the planning process.
Production, recycling or disposal of waste	Yes	+ve and -ve	<p>1. Waste will be produced during construction works.</p> <p>2. Waste will be produced in buildings and public spaces.</p>	<p>1. Site waste management plan with targets will be implemented during building works. The Wrap Net Waste Tool may be useful in writing such plans: http://www.wrap.org.uk/content/net-waste-tool-0 Section 3 of this framework includes construction waste.</p> <p>2. Waste management should ideally be considered in the design of buildings and public spaces.</p>
The appearance of the city?	Yes	+ve and -ve	Construction of buildings in a key location will impact on visual amenity.	Visual amenity (including views of key buildings) is part of the planning process that is included in the framework documents.
Pollution to land, water, or air?	Yes	+ve and -ve	<p>There is potential for causing nuisance during building works, and contribute to traffic congestion and poor air quality in a busy location.</p> <p>A Strategic Environmental Assessment screening was carried out, but found that the environmental impacts did not require a full assessment to be conducted.</p>	<p>1. The main contractor will document and implement measures to mitigate light pollution and noise, dust and waste generation during the works, as well as any ground contamination discovered. This is covered in section 3 of this framework.</p> <p>2. The main contractor will document and implement a travel plan to mitigate the impact of the works on traffic congestion. The Strategic Urban Mobility Planning document mentions freight management, but not specifically in relation to construction works.</p>

				<p>3. Sustainable drainage systems are included in section 3 of this framework, as there is an aim to improve local water quality.</p> <p>4. Air quality impacts will be modelled for large developments.</p>
Wildlife and habitats?	Yes	+ve and -ve	<p>1. There is potential for building on habitats that may be occupied by protected species.</p> <p>2. Other habitats will be preserved or created.</p> <p>3. Additional riverside lighting is likely to adversely affect bats</p>	<p>1. These habitats will be surveyed if required by the planning process.</p> <p>2. Wildlife corridors will be preserved or created through the zone (this is included within the Making People-friendly Streets and Spaces document. They will comply with sustainable drainage systems guidance, where appropriate.</p> <p>3. External lighting will be designed and positioned to avoid causing light pollution, and to make it less likely to disturb bats and other species sensitive to artificial light.</p>

Consulted with:

Environmental Performance Team

Summary of impacts and Mitigation - to go into the main Cabinet/ Council Report

Because of the large number of potential environmental impacts associated with the development on a large area, this assessment will cover key impacts only. In addition, A Strategic Environmental Assessment (SEA) screening was carried out by ARUP, which found that the environmental impacts were not significant enough to require a full assessment to be conducted.

The suite of framework documents covers the design and build of developments to connect to the council's adjacent heat network, achieve BREEAM Excellent, and be resilient to minor flooding. It also covers the intent to design buildings, green spaces, public spaces, and transport routes and links to enhance a sense of place and encourage modal shift and unbroken wildlife corridors. There are targets linked to transport improvements.

The planning process should also require key measures not specifically mentioned in the suite of framework documents: buildings will ideally be designed and constructed to require minimal heating and cooling and maintain a steady internal temperature when maximum outside daytime temperatures are above 30°C for five days or more, due to predictions of increasing summer temperatures and more frequent heatwaves. During building works, site waste management plans, nuisance avoidance plans, traffic management and air quality management plans will also be required, as will any measures necessary to avoid disturbing any protected species on greenfield habitats (including the use of external lighting) and to manage any contamination of ground discovered. Any schools built within the zone should follow the council specifications for schools document produced by the Sustainable City and Climate Change Team.

There will be some harmful environmental impacts associated with building works, but the framework documents, along with favourable location and transport links have the potential to provide accommodation with lower environmental impacts than alternative developments.

Checklist completed by:	
Name:	Giles Liddell
Dept.:	Place
Extension:	24659
Date:	10/08/2016
Verified by Environmental Performance Team	Steve Ransom



Executive Summary of Agenda Item No.9

Report title: Warm Up Bristol – Capital Loan Scheme

Wards affected: Citywide

Strategic Director: Barra Mac Ruairi

Report Author: Sarah Sims

Recommendation for the Mayor's approval:

1. That authority is delegated to the Director, Energy Service, to transfer unspent capital grant (circa £2m) to WRCIC upon DBEIS's approval; WRCIC will use the funding to coordinate and provide revolving loans on behalf of the Council and members of the Local Authority consortium, to residents in need of installation of energy savings measures to their properties.
2. That authority is given to reshape the current loan schemes managed by WRCIC (on behalf of BCC) to ensure that the offer is comprehensive and makes energy efficiency improvements accessible to all.

NOTE: Delegated authority was approved 16th January 2014 for the Commercial Director – Energy to negotiate and sign the necessary contracts to maximise the uptake of Green Deal measures in the private housing sector. See cabinet report in background papers.

Key background / detail:

a. Purpose of report:

To enable a long term, accessible and sustainable loan mechanism to improve the energy efficiency of the domestic housing market – with no capital or revenue implications to the Council.

The proposal is to invest approx. £2m of unspent capital grant funding awarded to Bristol City Council in 2014 into an ethical revolving loan scheme.

Should either the Department for Business, Energy and Industrial Strategy or (DBEIS) or Cabinet decline this proposal, the unspent capital grant funding will have to be returned to the central government treasury.

The change of use will allow loans to be established through Wessex Resolutions CIC (WRCIC) on behalf of the Council, these will be targeted at improving the energy efficiency of the domestic housing market to work towards becoming carbon neutral by 2050 and tackle fuel poverty.

b. Key details:

1. In 2014, the Department of Energy and Climate Change (DECC), awarded Bristol City Council £7.3m for two energy efficiency schemes; £2m specifically targeting inefficient properties in the Private Rented Sector (PRS) across Bristol, South Gloucester and North Somerset and £5.3m specifically targeting hard to treat properties on a street by street basis, combined this was known as the Green Deal Communities (GDC) project.
2. It is forecasted that at the end of GDC project, on 30th September 2016 there will be a surplus of Bristol City Council's capital grant funding, anticipated to be approx. £2m, which can be attributed to a number of mitigating factors, which include but are not limited to:

- the inconsistencies in and changes to national policy since 2014 which had supported a wider Green Deal scheme, specifically:



- i. cancellation of government finance into the Green Deal Finance mechanism (a pay as you save loan model that was recovered via the household electricity meter)
 - ii. discontinuation of the Green Deal Home Improvement Fund vouchers (which subsidised energy efficiency measures)
 - iii. government policy stipulating privately rented properties having to be an EPC rating of E or above are not enforceable due to the exemptions
 - the delivery partner for Warm Up Bristol ceasing to trade at short notice in 2015 and going into administration:
 - i. picking up and handling data from the delivery partner which was found to be inadequate
 - ii. setting up of an operational team within the council to manage the continued delivery of the scheme to completion for customers through with a high resource requirement focused on damage limitation
3. In order to capitalise on the unspent grant funding and ensure that it is invested in the South West, a proposal to invest the surplus capital grant funding into a revolving loan fund has been presented to DBEIS, and should this be accepted, this proposal is for grant funding to be transferred to WRCIC who has been working with BCC and a consortia of other LAs since 2005, will administer the loan funds.



Cabinet

4th October 2016



Report Title:	Warm Up Bristol – Capital Loan Scheme
Ward:	Citywide and other South West authorities
Strategic Director:	Barra Mac Ruairi
Report Author:	Sarah Sims
Contact telephone no. & email address	07467 335705 / sarah.sims@bristol.gov.uk

Purpose of the report:

To enable a long term, accessible and sustainable loan mechanism to improve the energy efficiency of the domestic housing market – with no capital or revenue implications to the Council.

The proposal is to invest approx. £2m of unspent capital grant funding awarded to Bristol City Council in 2014 into an ethical revolving loan scheme.

Should either the Department for Business, Energy and Industrial Strategy or (DBEIS) or Cabinet decline this proposal, the unspent capital grant funding will have to be returned to the central government treasury.

The change of use will allow loans to be established through Wessex Resolutions CIC (WRCIC) on behalf of the Council, these will be targeted at improving the energy efficiency of the domestic housing market to work towards becoming carbon neutral by 2050 and tackle fuel poverty.

Recommendation for the Mayor's approval:

1. That authority is delegated to the Director, Energy Service, to transfer unspent capital grant (circa £2m) to WRCIC upon DBEIS's approval; WRCIC will use the funding to coordinate and provide revolving loans on behalf of the Council and members of the Local Authority consortium, to residents in need of installation of energy savings measures to their properties.
2. That authority is given to reshape the current loan schemes managed by WRCIC (on behalf of BCC) to ensure that the offer is comprehensive and makes energy efficiency improvements accessible to all.

NOTE: Delegated authority was approved 16th January 2014 for the Commercial Director – Energy to negotiate and sign the necessary contracts to maximise the uptake of Green Deal measures in the private housing sector. See cabinet report in background papers.



The proposal:

1. In 2014, the Department of Energy and Climate Change (DECC), awarded Bristol City Council £7.3m for two energy efficiency schemes; £2m specifically targeting inefficient properties in the Private Rented Sector (PRS) across Bristol, South Gloucester and North Somerset and £5.3m specifically targeting hard to treat properties on a street by street basis, combined this was known as the Green Deal Communities (GDC) project.
2. It is forecasted that at the end of GDC project, on 30th September 2016 there will be a surplus of Bristol City Council's capital grant funding, anticipated to be approx. £2m, which can be attributed to a number of mitigating factors, which include but are not limited to:
 - the inconsistencies in and changes to national policy since 2014 which had supported a wider Green Deal scheme, specifically:
 - i. cancellation of government finance into the Green Deal Finance mechanism (a pay as you save loan model that was recovered via the household electricity meter)
 - ii. discontinuation of the Green Deal Home Improvement Fund vouchers (which subsidised energy efficiency measures)
 - iii. government policy stipulating privately rented properties having to be an EPC rating of E or above are not enforceable due to the exemptions
 - the delivery partner for Warm Up Bristol ceasing to trade at short notice in 2015 and going into administration:
 - i. picking up and handling data from the delivery partner which was found to be inadequate
 - ii. setting up of an operational team within the council to manage the continued delivery of the scheme to completion for customers through with a high resource requirement focused on damage limitation
3. In order to capitalise on the unspent grant funding and ensure that it is invested in the South West, a proposal to invest the surplus capital grant funding into a revolving loan fund has been presented to DBEIS, and should this be accepted, this proposal is for grant funding to be transferred to Wessex Resolutions CIC¹ (WRCIC) who will administer the loan funds.
4. The advantage of an affordable and accessible revolving loan approach would be that existing delivery structures, supporting local supply chain development and long term market development could be maintained whilst new delivery mechanisms can be developed by the government.
5. The Council (Private Housing) currently has two existing loan options that specifically support energy efficiency installations, which are funded by their own capital loan pot, (see background papers for contractual agreements):
 - a. Private Rental Sector (Poor rated properties only – EPC E, F & G)
 - b. Boiler replacement support for vulnerable owner occupier householders

¹ http://www.wrcic.org.uk/about_wessex_reinvestment_cic.php

Private Housing also manages other loans which may include improvements to the energy efficiency of a property, i.e. loans to improve properties to Decent Home standards, loans to landlords in approved Discretionary Licencing areas and empty property loans.

The loans outlined above are managed by Private Housing and delivered by WRCIC, who has been operating successfully since 2004/5 for the consortium of 11 Local Authorities.

The loan schemes above currently have more than £1.5m loans awarded or pending (£1m of which has been recycled since conception), demonstrating a successful and accessible loan scheme for residents. These loans cover a wide range of options to repair and maintain private sector homes to minimum housing standards, including disabled adaptations and home maintenance.

However, the above loan options do not fully satisfy the ambitions to make energy efficiency improvements accessible to all. BCC therefore propose to replace loans a) and b) outlined above with the following:

1. Private Rental Sector – regardless of EPC rating at a fixed interest rate, typically 4%
2. Vulnerable / fuel poor owner occupiers - at no or low interest
3. 'Able to Pay' owner occupier - at a fixed interest rate, typically 4%

All loans will feature a fixed interest rate, the option for overpayments / early repayment without charge and no set up fees. Customers, depending on their circumstances will be offered either a secured or unsecured loan with the relevant tests of the customer's circumstances being carried out upfront. Usually loan terms are for a maximum of 15 years. If customers have no disposable income and/or no assets, the loan application will be declined and other exceptional funding / support that may be available will be considered.

6. The loan proposal will allow for a scheme to be delivered that meets the needs of all customers. Ethical and flexible finance options will make energy efficiency measures accessible to all, including the most vulnerable who are in most need - without having to provide subsidies.

See background paper: *Warm Up Bristol - Briefing Paper to Patrick Allcorn, Department for Business, Energy and Industrial Strategy* for more information on the loans options available.

7. The loan schemes being administered using these funds would provide opportunity not only for Bristol but would be also made available to other local authorities in the WRCIC partnership and therefore have a much wider impact. (See Appendix 1 for a list of authorities in the partnership).
8. Based on 80,000 Energy Performance Certificates, combined with other local data sets, the Energy Service has analysed the potential opportunity for energy efficiency measures to be delivered within the City's private domestic housing stock. It is estimated that there is a combined market value of circa. £570m:

<i>Measure</i>	<i>No. of remaining measures</i>	<i>Est. Market value (£m)</i>
<i>Solid wall insulation</i>	64,300	518
<i>Cavity wall insulation</i>	21,100	15
<i>Loft insulation (inc. top ups)</i>	64,300	17
<i>Boilers</i>	8,300	21
Total	158,000	571

9. Warm Up Bristol is a key vehicle to meet two of the Mayoral objectives²: to work to become a carbon neutral city by 2050 and to tackle fuel poverty. The domestic sector accounts for approximately 40% of the City of Bristol’s CO2 emissions, with heating demand comprising the major source of emissions³. Ensuring that energy efficiency measures in the home are accessible to all has additional co-benefits for the city:
- Reducing heating costs for thousands of families, with secondary benefits to the local economy
 - Improving the performance and appearance of much of Bristol’s housing stock
 - Prolonging the lifespan of Bristol’s housing stock
 - Reduced housing stock repairs and maintenance costs
 - Increasing the comfort of housing and improving residents’ health - particularly to most socially disadvantaged and therefore vulnerable to climate change
10. The consortium was set up by 10 LAs with financial support from Government Office South West (GOSW) in 2004. Since then each LA has added further funds to their own loan pots. The consortium has now expanded to 11 LAs and another consortium of Devon LAs runs separately through WRCIC.

Please refer to the background papers for assurances around the contractual arrangements and previous cabinet approval.

² https://d3n8a8pro7vhm.cloudfront.net/labourclp407/pages/233/attachments/original/1460111184/Our_Bristol_Plan.pdf?1460111184

³ <https://www.bristol.gov.uk/documents/20182/33423/Our+Resilient+Future+A+Framework+for+Climate+and+Energy+Security/2ee3fe3d-efa5-425a-b271-14dca33517e6>

Consultation and scrutiny input:

a. Internal consultation:

Private Housing:

Private Housing already provides loans to a limited number of qualifying residents. This proposal would help retain funding in the area and would offer a wider selection to more people which we would support.

b. External consultation:

The Department for Business, Energy and Industrial Strategy (DBEIS):

Feedback to background paper: *Warm Up Bristol - Briefing Paper to Patrick Allcorn, Department for Business, Energy and Industrial Strategy* is pending.

NOTE: It is well known that the DBEIS wish to move towards an energy efficiency industry that is not reliant on central government grant funding, however, with the demise of Green Deal loans, there is no clear government strategy and they are keen to discuss innovative approaches that will lead to a sustainable industry.

Wessex Resolutions CIC:

WRCIC has successfully administered loans on behalf of the Bristol City Council and other LAs since 2004/5 and sees that there is an opportunity to fill the gap left by Green Deal to meet the needs of households in Bristol and beyond. They have contributed to the development of the proposal to the DBEIS and confirm that the proposed loan schemes are viable.

Other options considered:

Option 1

Do nothing and the unspent capital grant funding is returned to the central government treasury. Doing this would be a missed opportunity for residents of the City, and other authorities in partnership with WRCIC. In addition, this option would not allow an opportunity to support central government in trialling a different funding mechanism to support energy efficiency improvements.

Having no grant subsidy or clear method to support householders with the cost of energy efficiency measures, will mean that achieving the City's carbon and fuel poverty targets is unrealistic. The impact of this will disproportionately impact those considered vulnerable, in fuel poverty or simply without enough surplus capital savings to invest, in addition to the local industry.

Risk management / assessment:

FIGURE 1							
The risks associated with the implementation of this grant funding decision:							
No.	RISK Threat to achievement of the key objectives of the report	INHERENT RISK (Before controls)		RISK CONTROL MEASURES Mitigation (ie controls) and Evaluation (ie effectiveness of mitigation).	CURRENT RISK (After controls)		RISK OWNER
		Impact	Probability		Impact	Probability	
1	A delay in making this decision would jeopardise the opportunity to retain these capital funds and invest as proposed.	High	Medium	An approval timeline has been put in place, and engagement of all necessary internal stakeholders has commenced w/c 8 th August	High	Low	Sarah Sims

FIGURE 1**The risks associated with the implementation of this grant funding decision:**

No.	RISK	INHERENT RISK (Before controls)		RISK CONTROL MEASURES Mitigation (ie controls) and Evaluation (ie effectiveness of mitigation).	CURRENT RISK (After controls)		RISK OWNER
		Impact	Probability		Impact	Probability	
	Threat to achievement of the key objectives of the report			2016			
2	The DBEIS not approving the proposal to use unspent capital grant funding as a revolving loan	High	High	Liaison and careful campaigning to the DBEIS is underway. If this decision was made, the cabinet report would be withdrawn.	High	High	Mareike Schmidt

FIGURE 2**The risks associated with not implementing this grant funding decision:**

No.	RISK	INHERENT RISK (Before controls)		RISK CONTROL MEASURES Mitigation (ie controls) and Evaluation (ie effectiveness of	CURRENT RISK (After controls)		RISK OWNER
		Impact	Probability		Impact	Probability	
1	Reputational should the DBEIS approve the proposal to use the capital grant funding for a revolving loan and the Council not enable this to happen	High	Low	Liaison and full communication to internal stakeholders to ensure support	High	Low	Mareike Schmidt
2	The unspent capital grant funding would have to be returned to the DBEIS which would impact the viability of an energy efficiency scheme for the domestic market.	High	High	Liaison and full communication to internal stakeholders to ensure support	High	Medium	Mareike Schmidt

Public sector equality duties:

Before making a decision, section 149 of the Equality Act 2010 requires that each decision-maker considers the need to promote equality for persons with the following “protected characteristics”: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation. Each decision-maker must, therefore, have due regard to the need to:

i) eliminate discrimination, harassment, victimisation and any other conduct prohibited under the Equality Act 2010.

ii) advance equality of opportunity between persons who share a relevant protected characteristic and those do not share it. This involves having due regard, in particular, to the need to:

- remove or minimise disadvantage suffered by persons who share a relevant protected characteristic.
- take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of people who do not share it (in relation to disabled people, this includes, in particular, steps to take account of disabled persons' disabilities);
- encourage persons who share a protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

iii) foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to tackle prejudice and promote understanding.

Following the completion of the Equalities Impact Relevance Check, see Appendix 3, it has been concluded that a full Equality Impact Assessment is not required.

Eco impact assessment

See Appendix 2 for completed environmental checklist.

Summary

The significant impacts of this proposal are:

- Reduced CO2 emissions from the city’s housing stock
- Potential consumption of non-renewable materials and handling of hazardous materials.
- Embodied emissions from the production and transport of materials
- Waste from packaging and installation.

The proposals include the following measures to mitigate the impacts:

- The tendering processes will assess the environmental impacts of manufacturing, transport, hazardous materials and waste management arrangements. Scoring from the assessment will form part of the overall evaluation.
- Works done on listed properties or those within conservation areas will be processed through planning as applicable.

The net effects of the proposals are positive, since improving the efficiency of housing stock will far outweigh the short term environmental impacts associated with works. There will be a significant net reduction in carbon emissions, although the scale of the reduction will depend on the speed of uptake and payback, the types of works funded and the condition of buildings where work takes place.

Although outside the scope of this assessment, it should be noted that this scheme also has great potential to provide social and economic benefits to vulnerable and fuel poor people who may not otherwise be able afford energy efficiency works.

Resource and legal implications:

Finance

a. Financial (revenue) implications:

In 2014, the former Department of Energy and Climate Change (DECC), awarded Bristol City Council with a £7.3m capital grant for the delivery of Green Deal Communities (GDC) projects. After Climate Energy Ltd (the council’s delivery partner) for Warm Up Bristol (WUB) declared insolvency in October 2015, the Council stepped in to take over the contractual arrangements with customers and installers on an emergency and interim basis until 31st March 2016, which coincides with the original grant duration. DECC subsequently confirmed an extension of the grant for sign-ups to the Green Deal Communities and Private Rented Sector scheme until 30th September 2016.

The WUB Team is currently funded through a combination of eligible costs under the Green Deal Communities Grant and customer contributions through fee-earning activities and is operating on a break-

even basis. The proposal is to continue the WUB business operation on a basis of no capital or revenue implications to the Council.

Under the new agreement with the Department for Business, Energy and Industrial Strategy (DBEIS) and the proposed grant transfer to Wessex Resolutions CIC (WRCIC) to set up a revolving loan fund, the existing WUB team would be funded through fee-earning income charged to customers. In addition, the team has plans to leverage the delivery of WUB using grant funding such as ECO and REPLICATE to further benefit the customers.

There are currently a number of service providers / competitors within the market. In addition, with the cessation of grant funding offers to customers, the service offered by WUB will be more exposed to market completion. It is therefore important for the WUB team to consider and revise its commercial proposition under this new arrangement, and to have plans in place to ensure its competitiveness in the market which demonstrates service quality and Value for Money (VFM) for customers. Without the commercial viability, it would ultimately result in unplanned financial risk / revenue pressures for the council.

Advice given by Tian Ze Hao / Finance Business Partner
Date 15/08/2016

b. Financial (capital) implications:

The forecast underspend against the initial DECC grant (£7.3m under the existing Tier 1 Capital Programme) is circa £2m up to 30th September 2016. The proposal seeks approval to transfer any underspend to a revolving loan fund managed by WRCIC, upon the approval from DBEIS. This presents no further capital commitment from the Council; however there are associated commercial challenges with this approach which have been highlighted under the revenue implication section.

Advice given by Tian Ze Hao / Finance Business Partner
Date 15/08/16

Comments from the Corporate Capital Programme Board:

This proposal was presented to the Capital Programme Board on 30th August 2016 and no comments were received.

c. Legal implications:

Using an organisation already established to provide loans should mean that all financial advisory, money lending and other regulatory requirements for handling loans are in place without the Council having to establish its own similar compliance measures.

The proposal, if agreed by DBEIS, will help contribute towards the Council's own Social Value aims and objectives as well as the Mayor's carbon neutral targets.

Provided:

- the transfer of the grant from the Council to WRCIC for the purposes outlined in the report is approved in writing by DBEIS

- the grant monies are transferred under a grant agreement from the Council to WRCIC which enables the Council to recover the grant monies from WRCIC in the same circumstances as DBEIS can recover the monies from the Council
- the grant to WRCIC does not constitute State aid
- that a procurement process is not required under the Public Contracts Regulations 2015

this will be low risk legally.

The EU rules on state aid allow for individual Member States to determine what amount to Services of General Economic Interest (SGEI). UK Government Guidance states “A service of general economic interest (SGEI) is a service of an economic nature that public authorities identify as being of particular importance to citizens. They are not supplied by market forces alone, and may need public intervention”.

Where a scheme falls within the terms of an SGEI it also falls within the General Block Exemption Regulations. As a general rule, State aid must be notified to and cleared by the European Commission before it is granted. The GBER exempts Member States from this notification obligation, as long as all the GBER criteria are fulfilled. GBER simplifies the procedure for granting qualifying aid.

The original West Reinvestment Trust home improvement loans scheme, established by the original consortium of local authorities including Bristol City Council in March 2005 relied on the SGEI Block Exemption for a Funding Agreement at that time. The use of the SGEI Block Exemption was proposed by the DCLG at the time.

On the information available at this time, it appears that the grant and loan proposals in this Report could benefit from the same SGEI Block Exemption. It would be appropriate to confirm this with the DCLG and/or DBIS before pursuing this course of action. There is a simple registration process for block exemptions but these are accompanied by strict administrative and compliance requirements for the grant to fall within, and remain within, the SGEI Block Exemption. A new grant agreement, for example, would be necessary; the parties could not rely on the Funding Agreement already in existence between the Consortium and WRCIC even if these grant funds are intended to benefit residents across the area of the same Consortium Member-councils.

The provision of the proposed grant to WRCIC for the residential home loan purposes as set out in this report, should not require a public procurement exercise to be undertaken provided the SGEI criteria are fulfilled and provided the council/Consortium complies with the strict SGEI requirements.

Advice given by Jane Johnson & Eileen Waters

Date 22 September 2016

d. Land / property implications:

This proposal should have a positive impact on properties in Bristol, by making energy efficiency measures more widely available. There will be a reduction in carbon emissions and fuel poverty. There are no other implications that this proposal will have on the Council’s property portfolio.

Advice given by Robert Orrett, Service Director Property, Property Section

Date 12/8/2016

e. Human resources implications:

There are no HR implications to be considered as a result of this proposal.

**Advice given by
Date**

**Mark Williams, People Business Partner, Business Place, Strategy and Policy
12/8/2016**

Appendices:

Appendix 1 – List of authorities working in partnership with Wessex Resolutions CIC

Appendix 2 - Eco Impact Checklist

Appendix 3 - Bristol City Council Equality Impact Relevance Check

Appendix 4 – Loan features and products

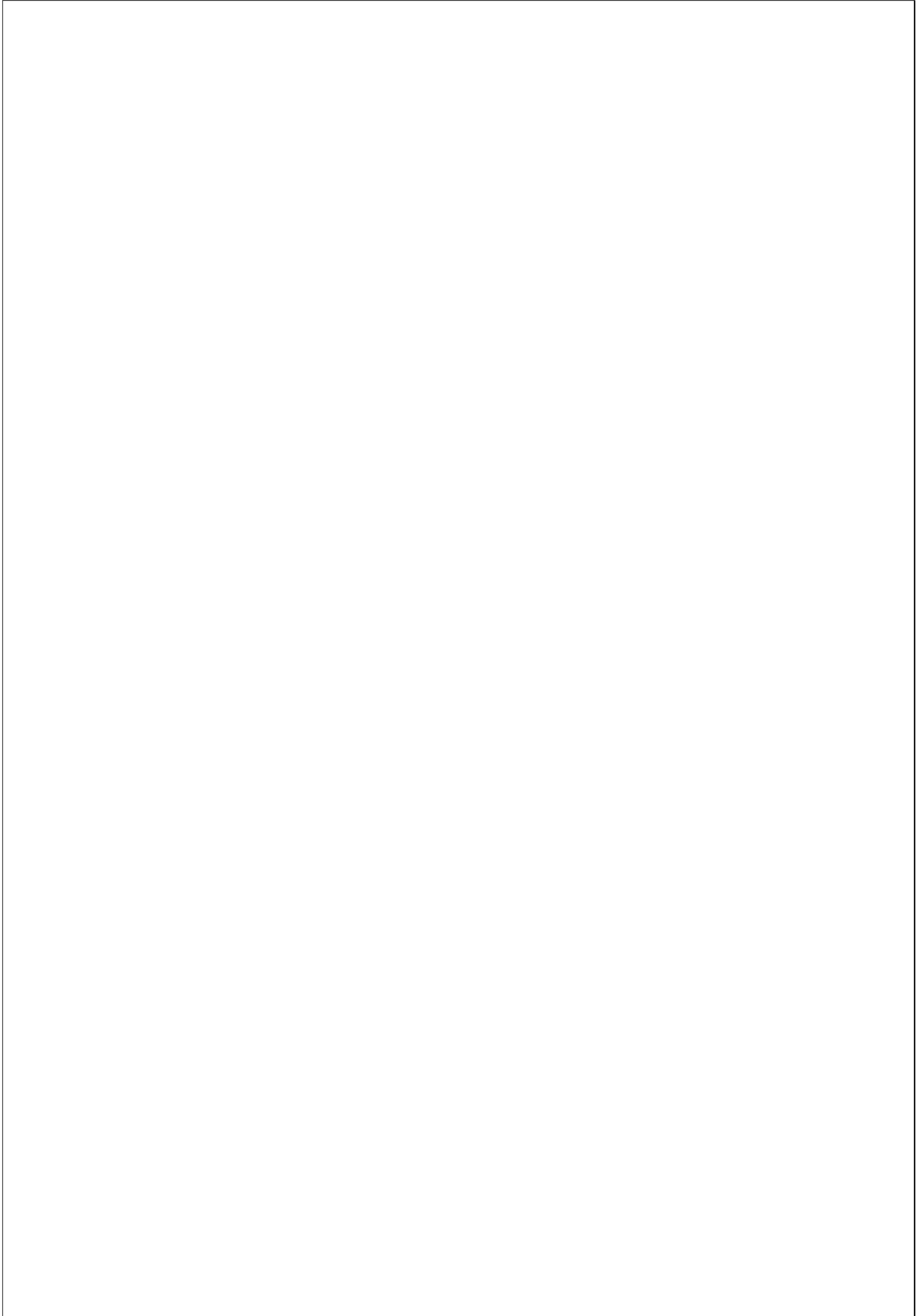
Appendix 1 – List of authorities working in partnership with Wessex Resolutions CIC

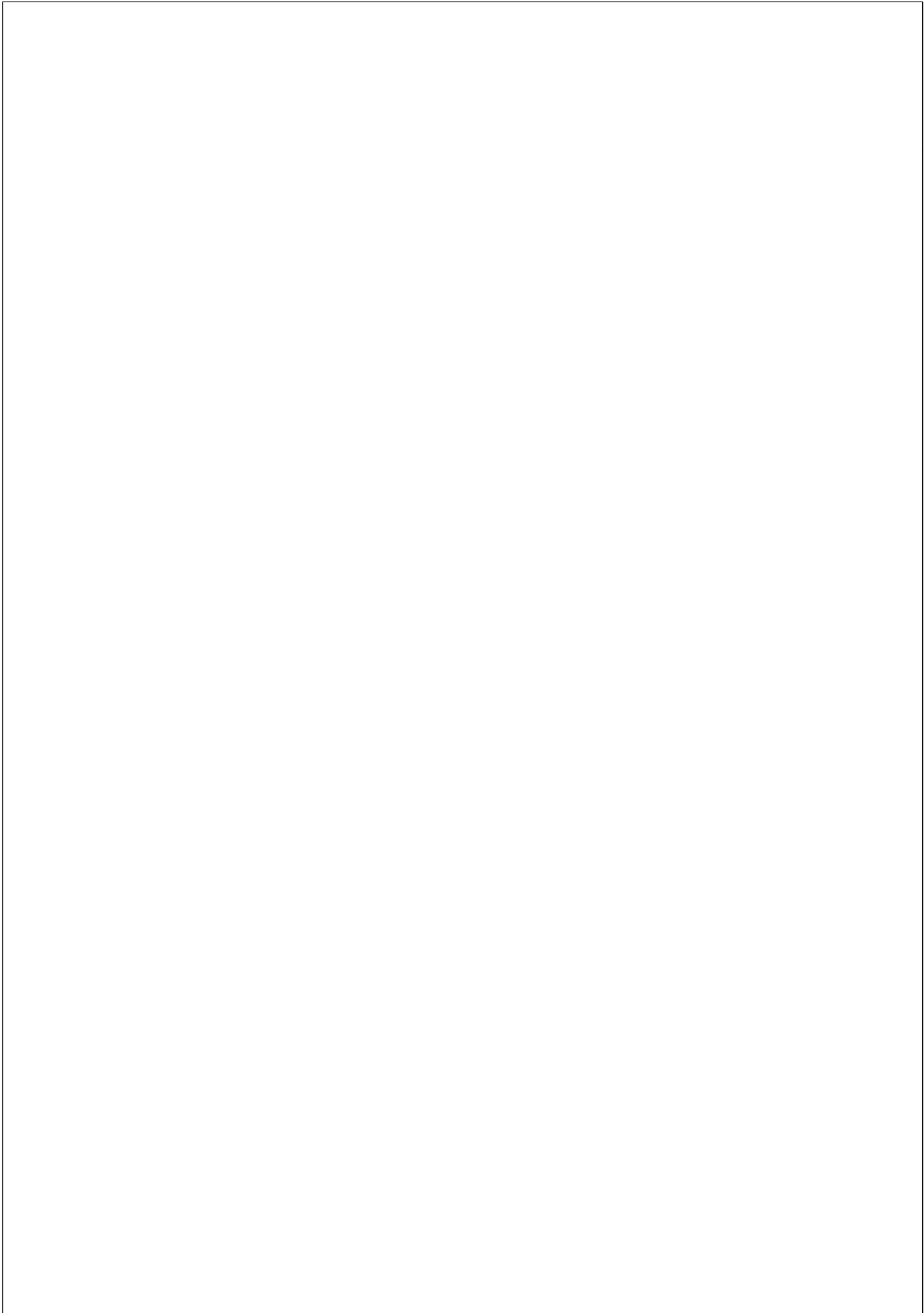
Bath & North East Somerset Council
Bristol City Council
East Devon District Council
Exeter City Council
Mendip District Council
Mid Devon District Council
North Devon Council
North Somerset Council
Sedgemoor District Council
South Gloucestershire Council
South Hams District Council
South Somerset District Council
Taunton Deane Borough Council
Teignbridge District Council
Torridge District Council
West Devon Borough Council
West Dorset District Council
West Somerset District Council
Weymouth & Portland Borough Council
Wiltshire Council

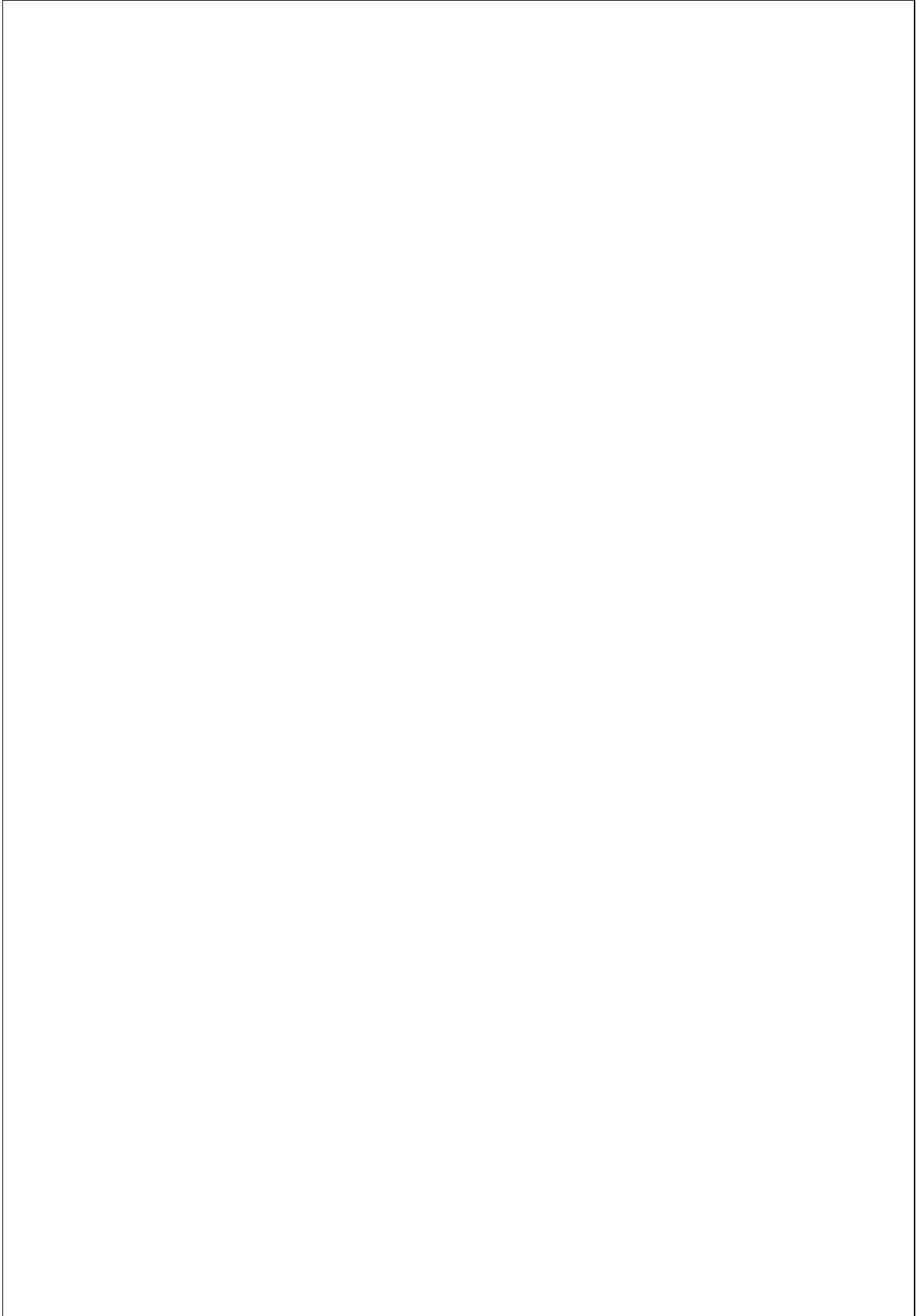
Appendix 2 - Eco Impact Checklist Eco Impact Checklist

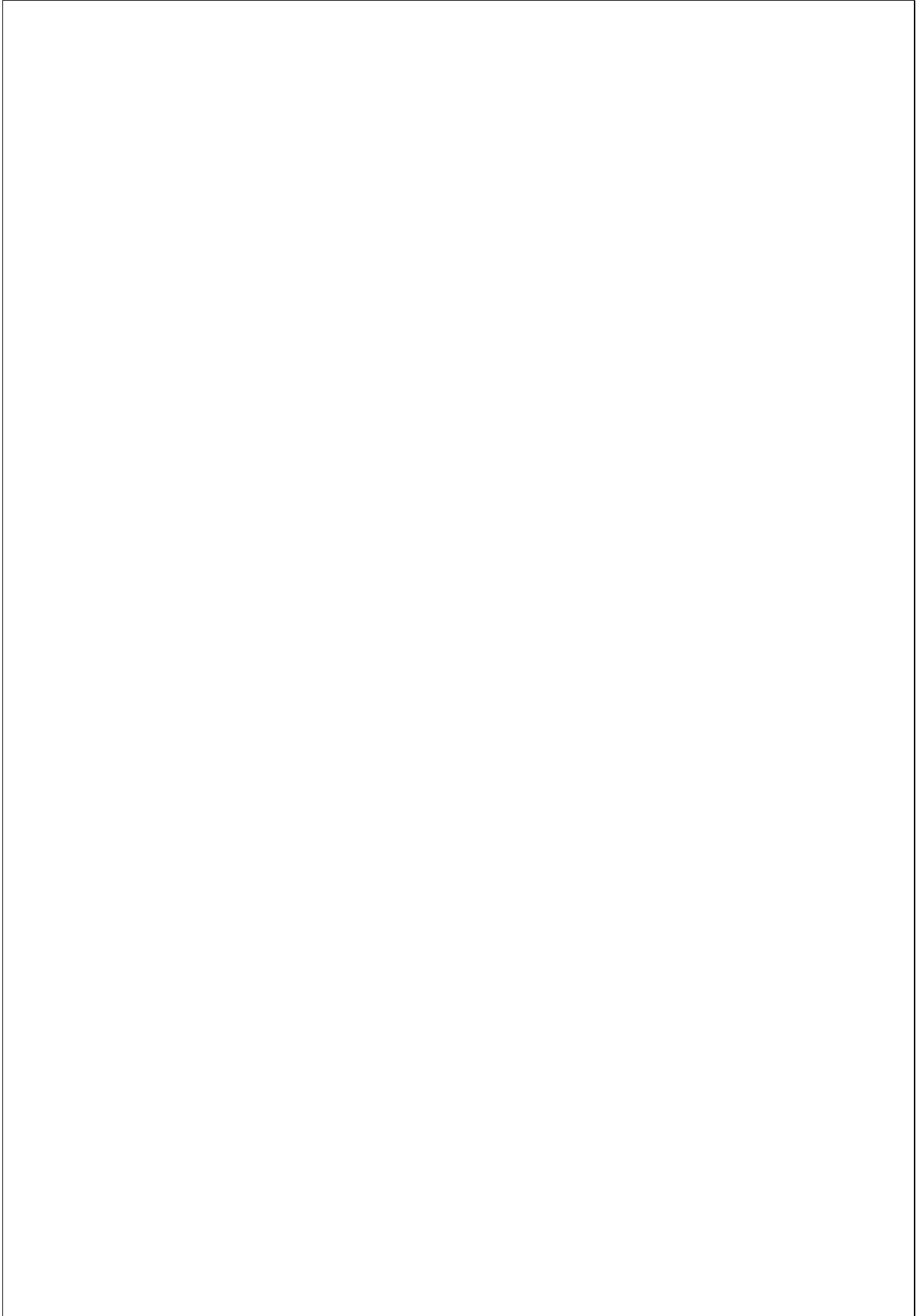
Title of report: Warm Up Bristol – Change of use of capital grant funding
Report author: Sarah Sims
Anticipated date of key decision: 4th October - Cabinet
<p>Summary of proposals:</p> <p><i>To enable a long term, accessible and sustainable loan mechanism to improve the energy efficiency of the domestic housing market.</i></p> <p><i>Subject to authorisation being received from the Department for Business, Energy and Industrial Strategy (DBEIS), formally known as the Department of Energy and Climate Change (DECC), unspent capital grant funding awarded to Bristol City Council in 2014 will be invested into an ethical revolving loan scheme. If the DBEIS or Cabinet decline this proposal, unspent capital grant funding will have to be returned to the central government treasury.</i></p> <p><i>The change of use will allow loans to be established through Wessex Resolutions CIC (WRCIC) on behalf of the Council, these will be targeted at improving the energy efficiency of the domestic housing market to work towards becoming carbon neutral by 2050 and tackle fuel poverty.</i></p>
<p>Will the proposal impact on...</p>

Emission of Climate Changing Gases?

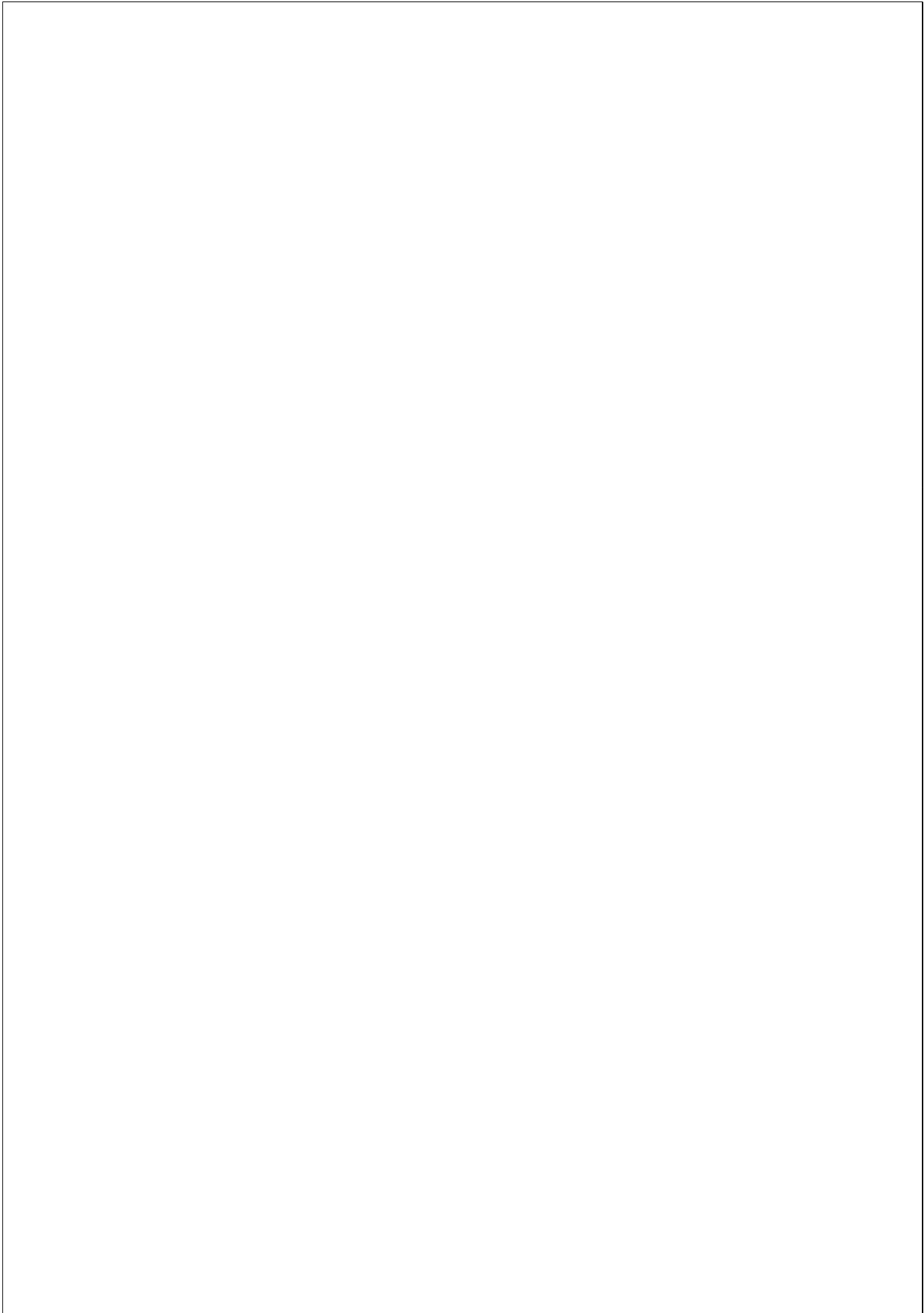


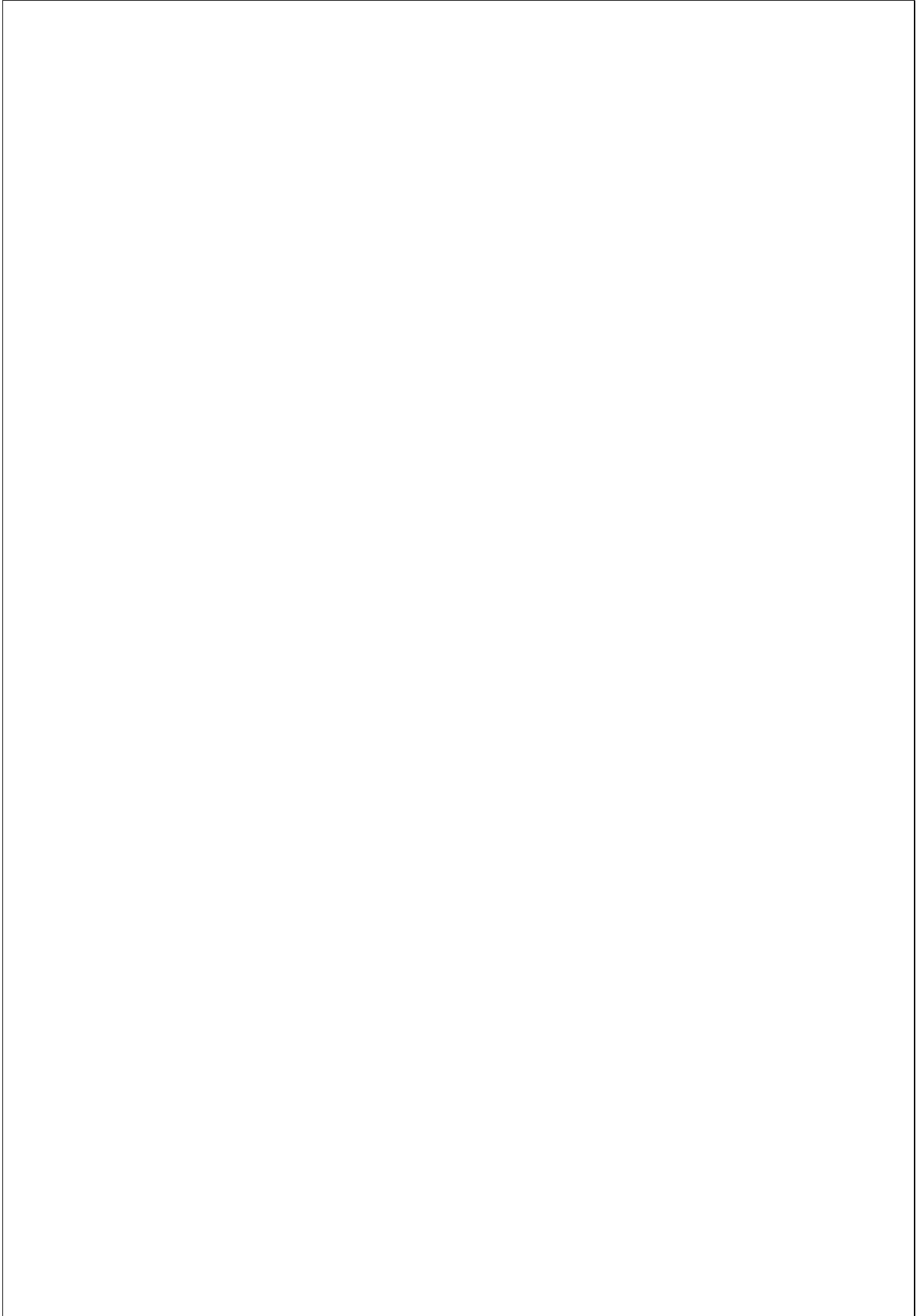






Bristol's resilience to the effects of climate change?

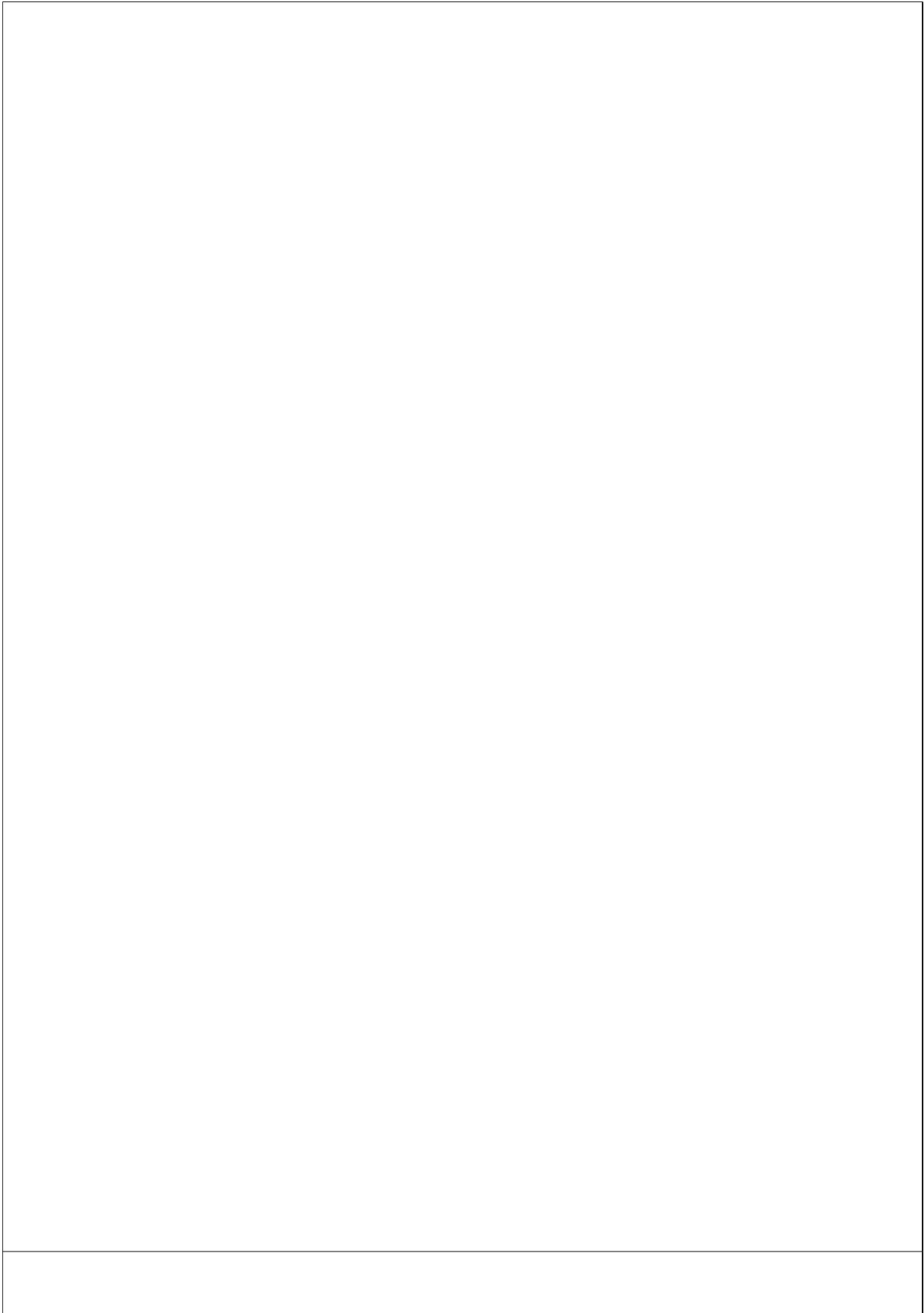


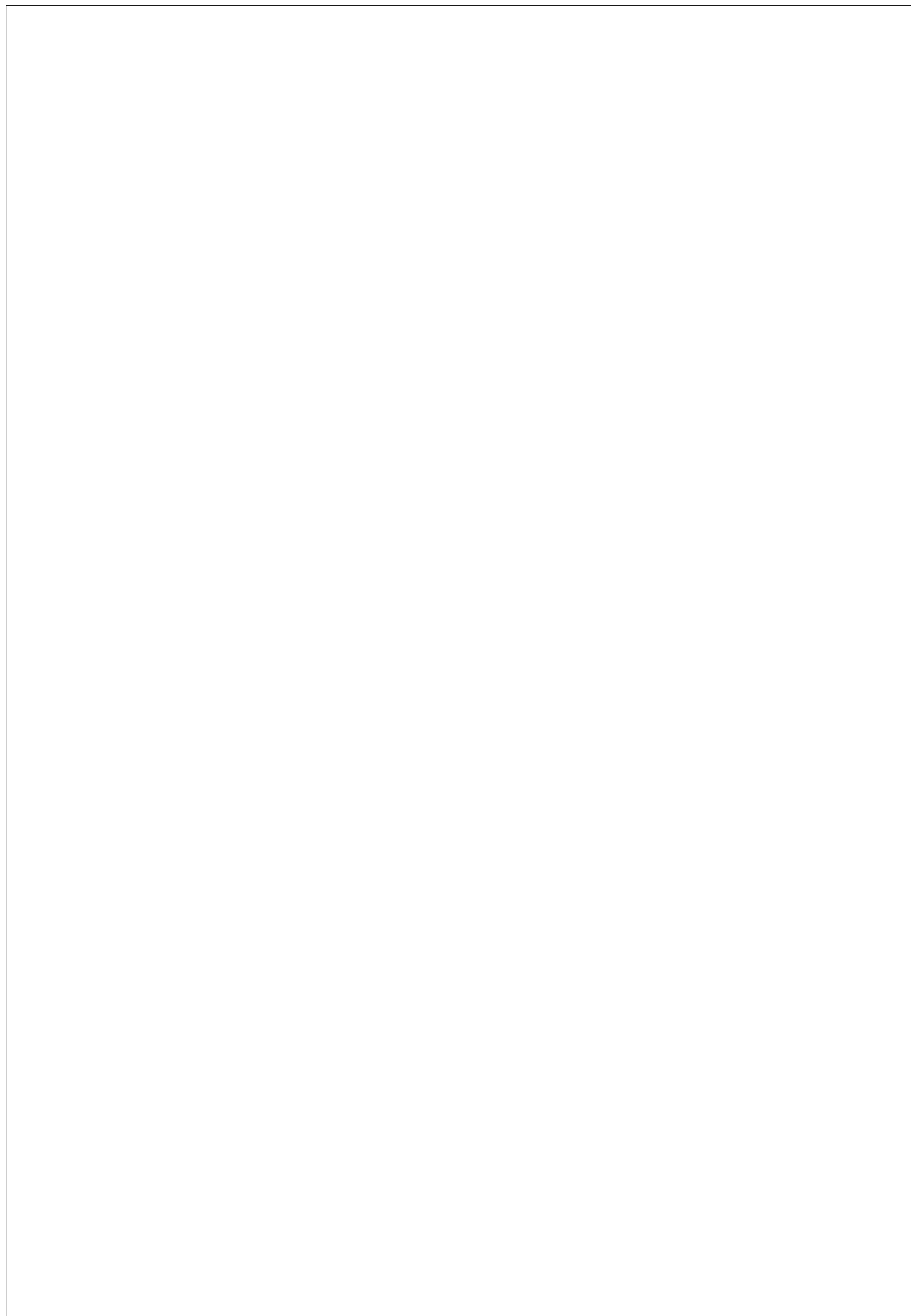


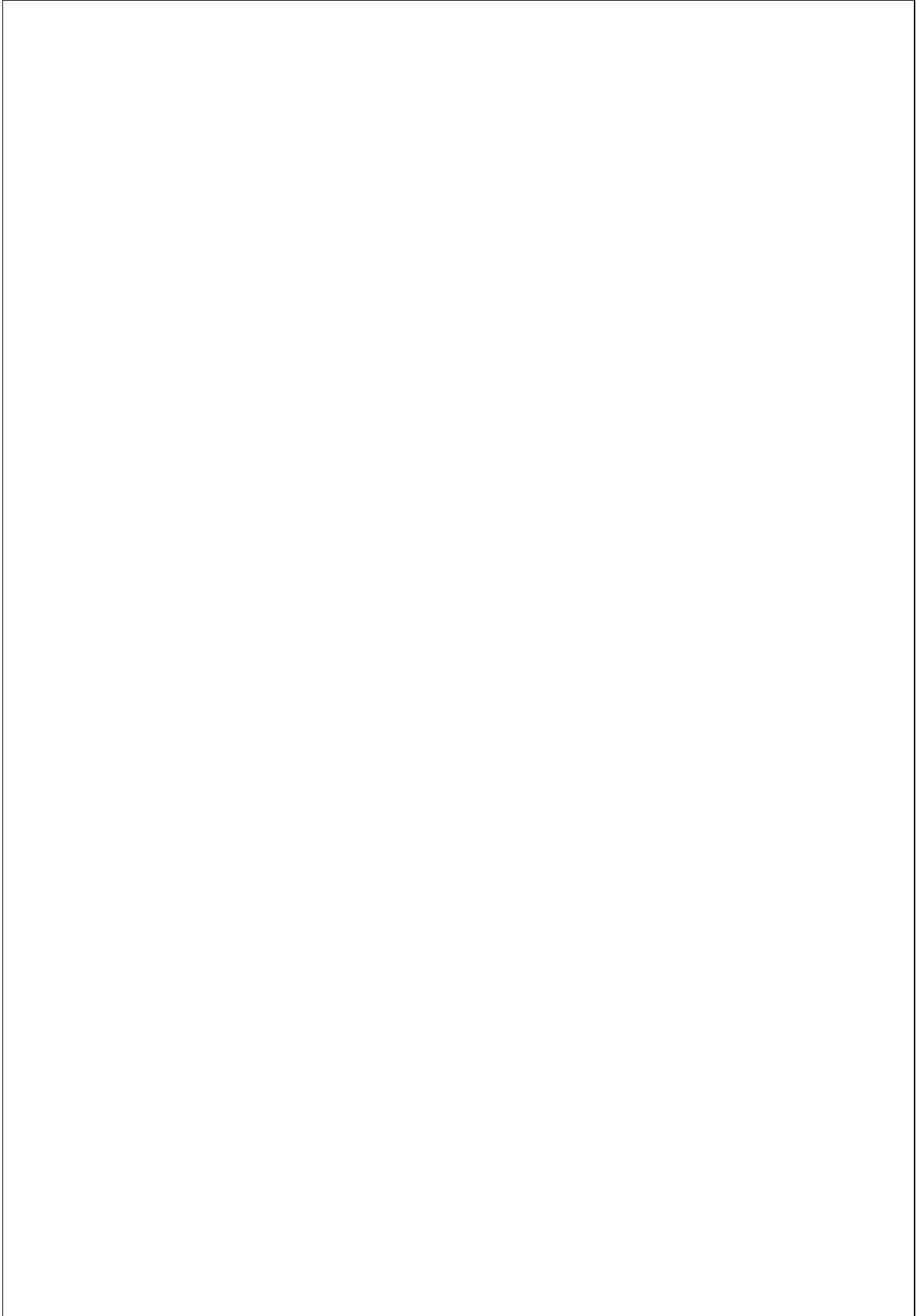


Consumption of non-renewable resources?



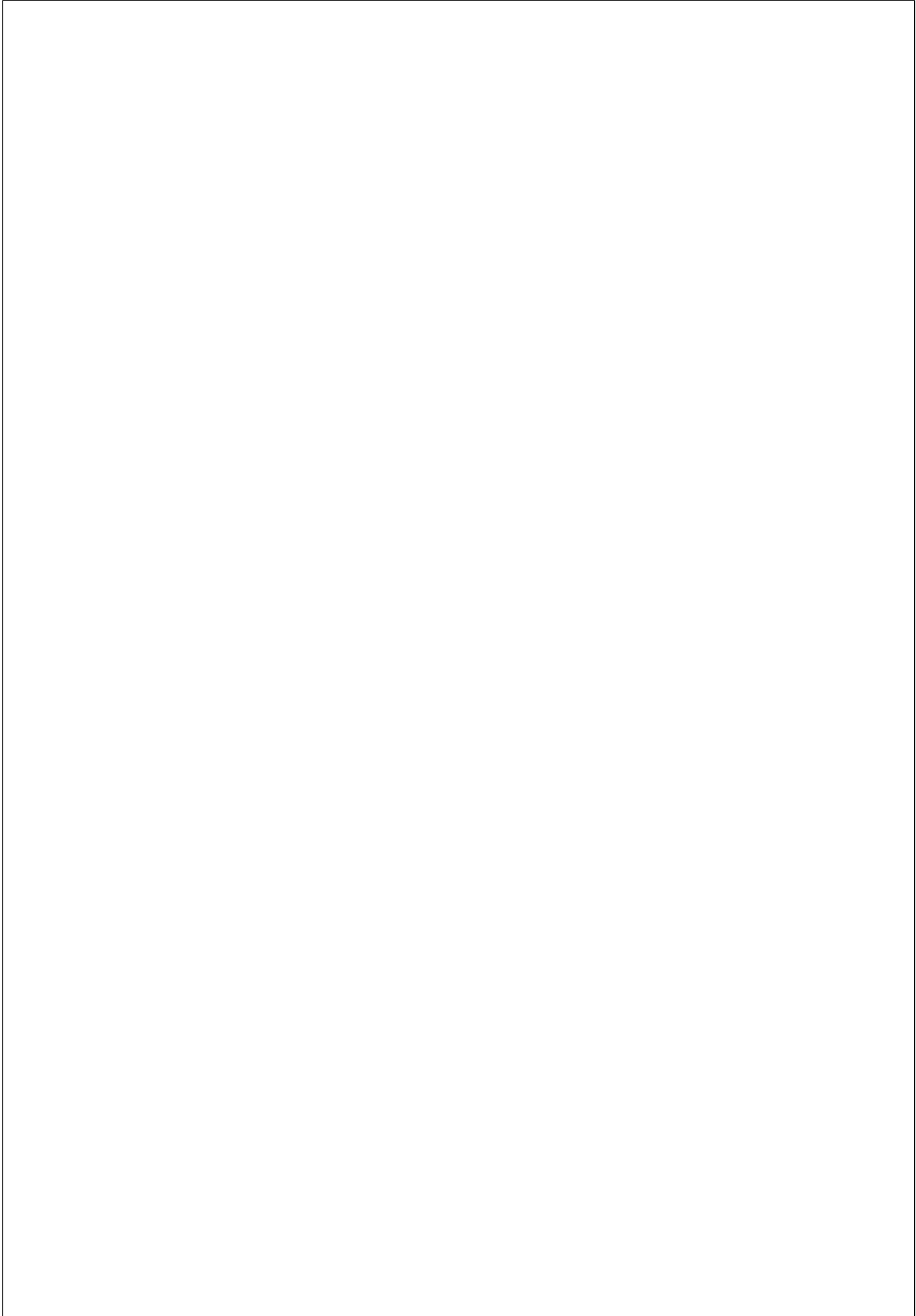


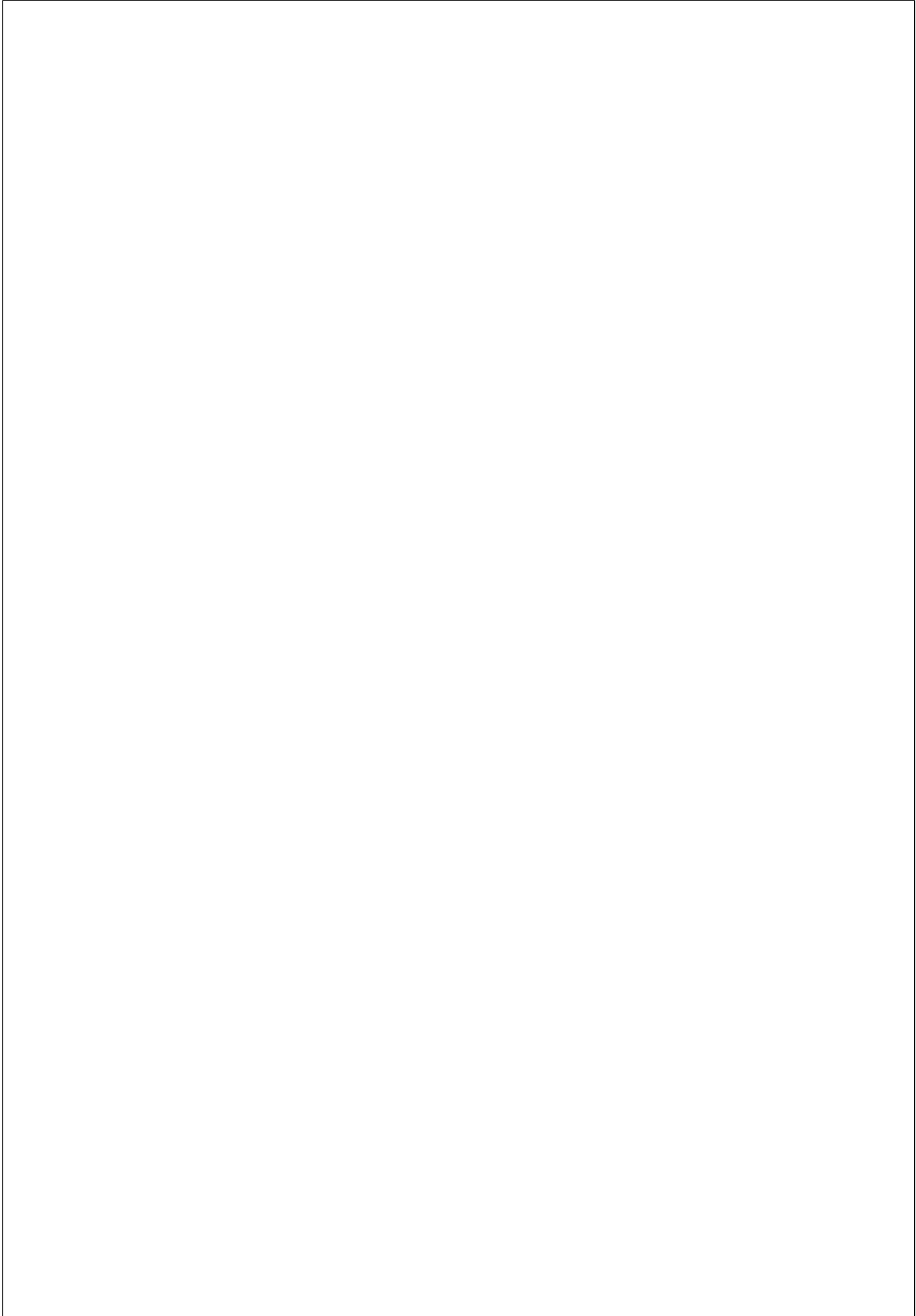


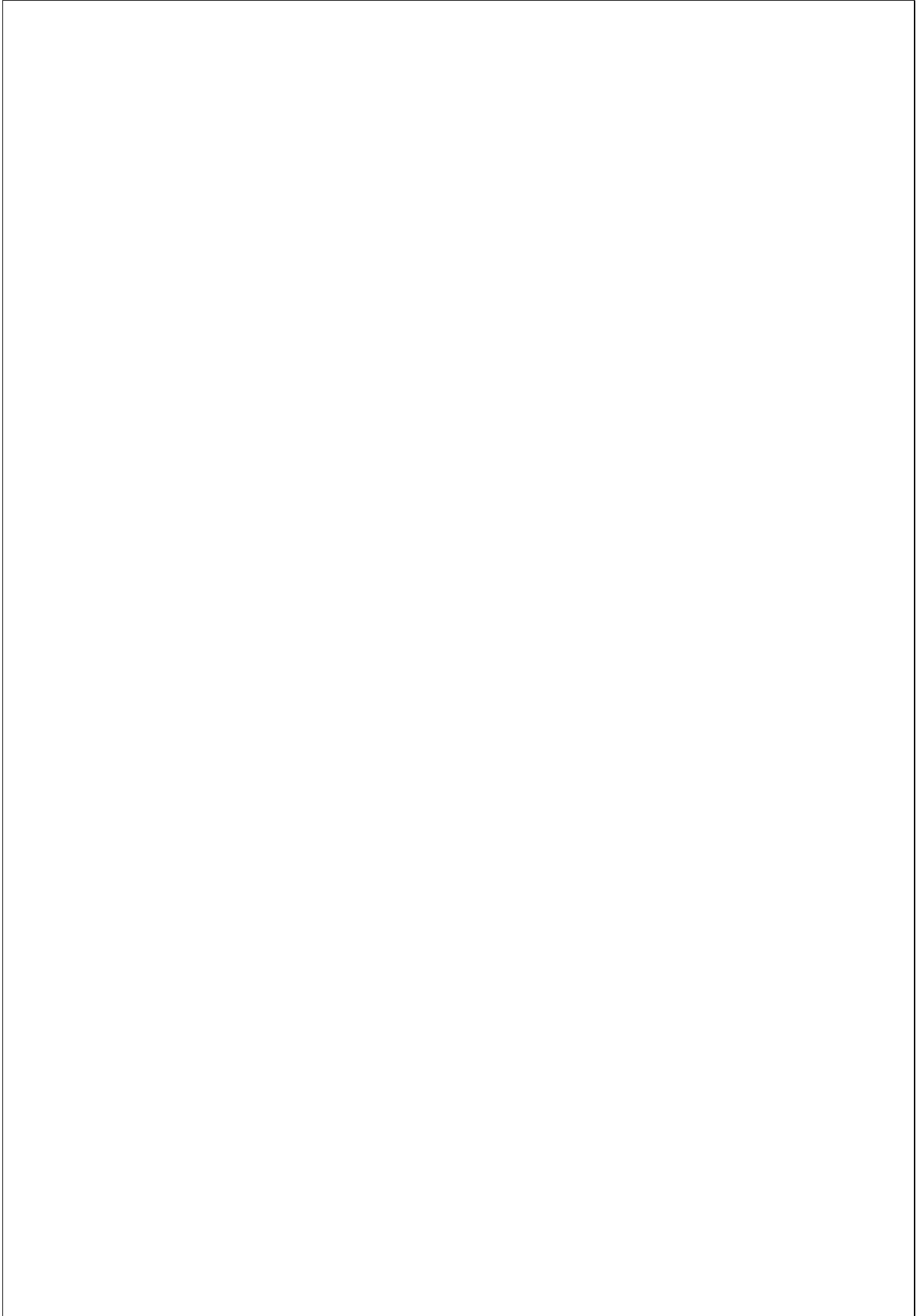


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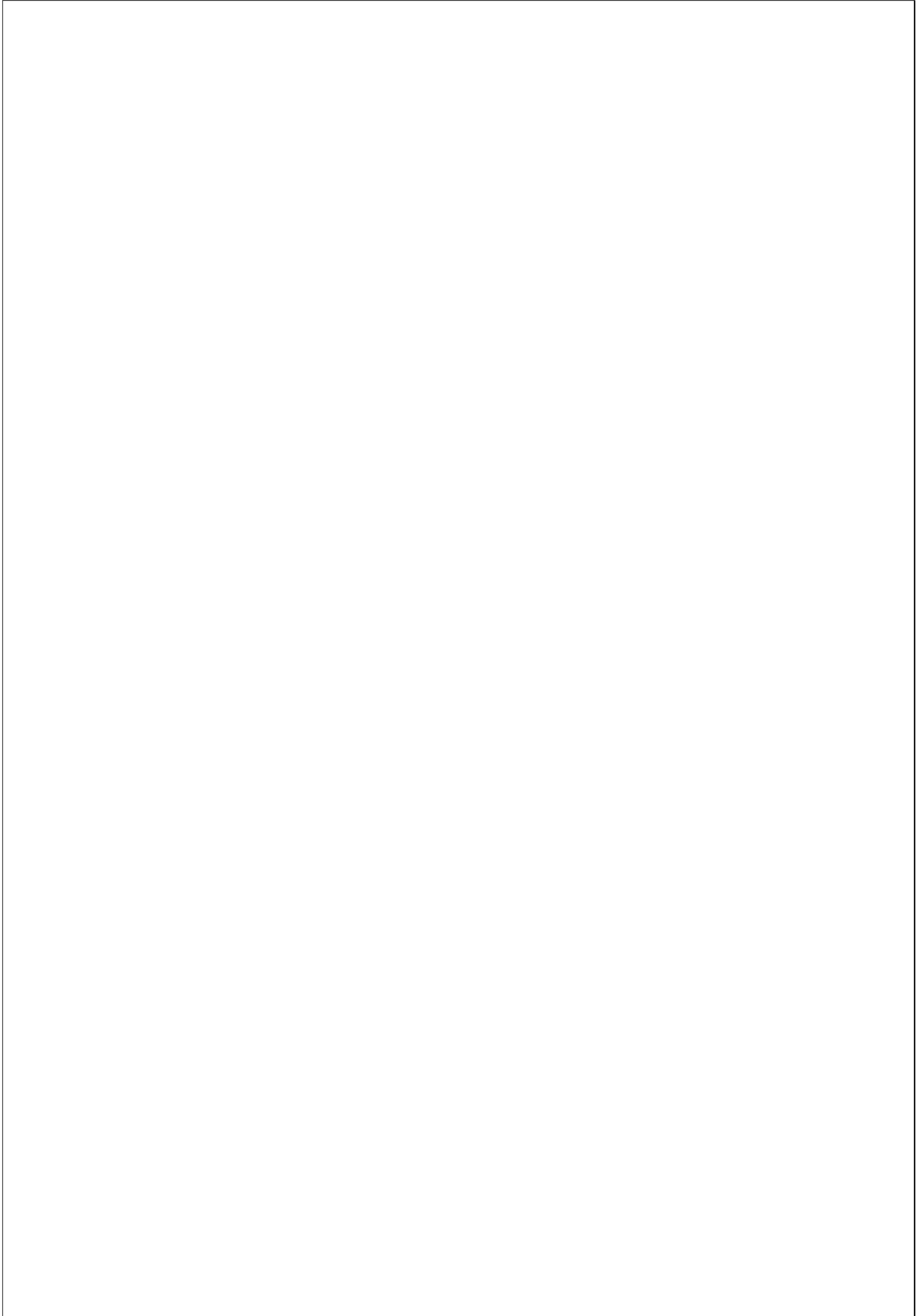
Production, recycling or disposal of waste

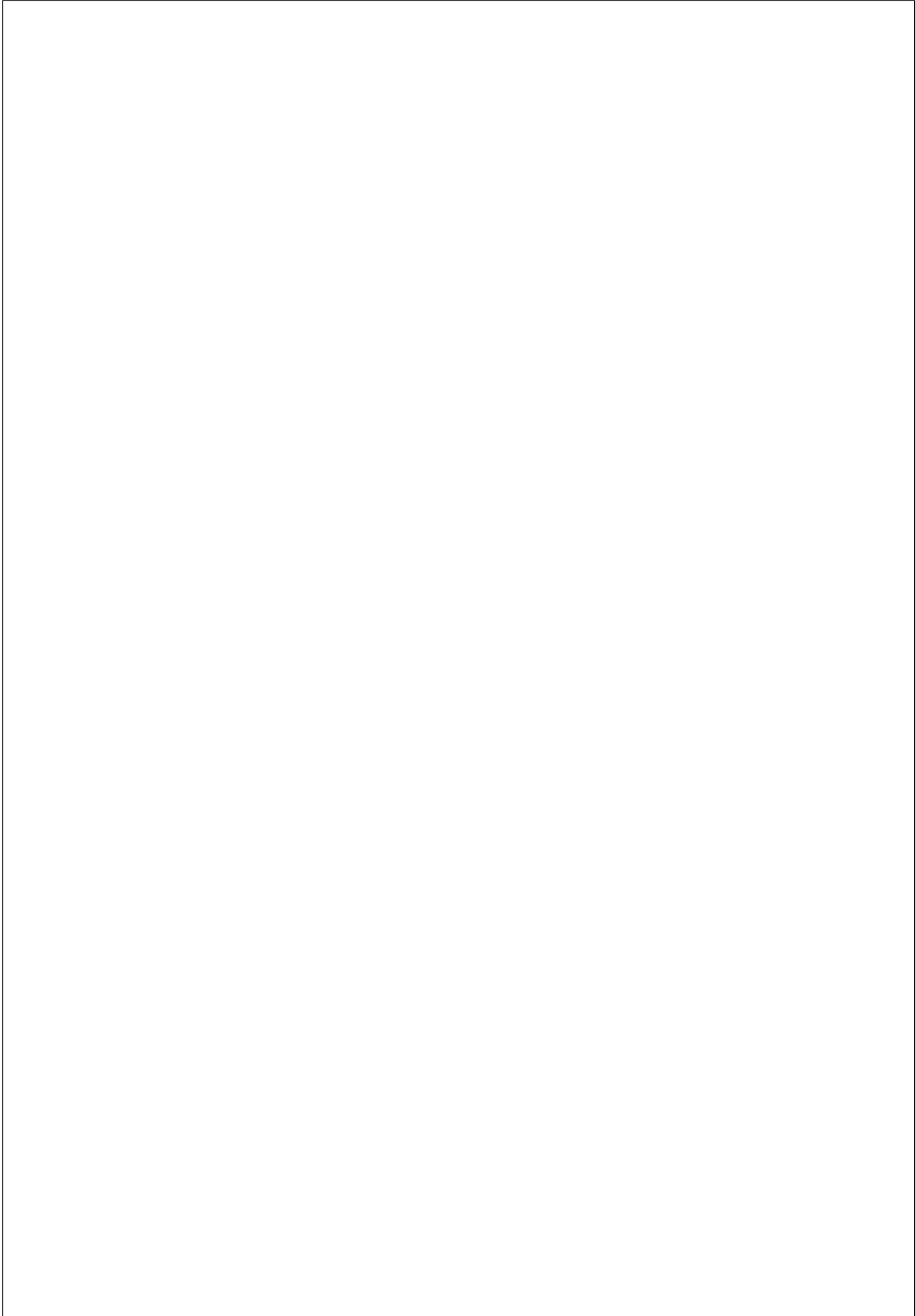






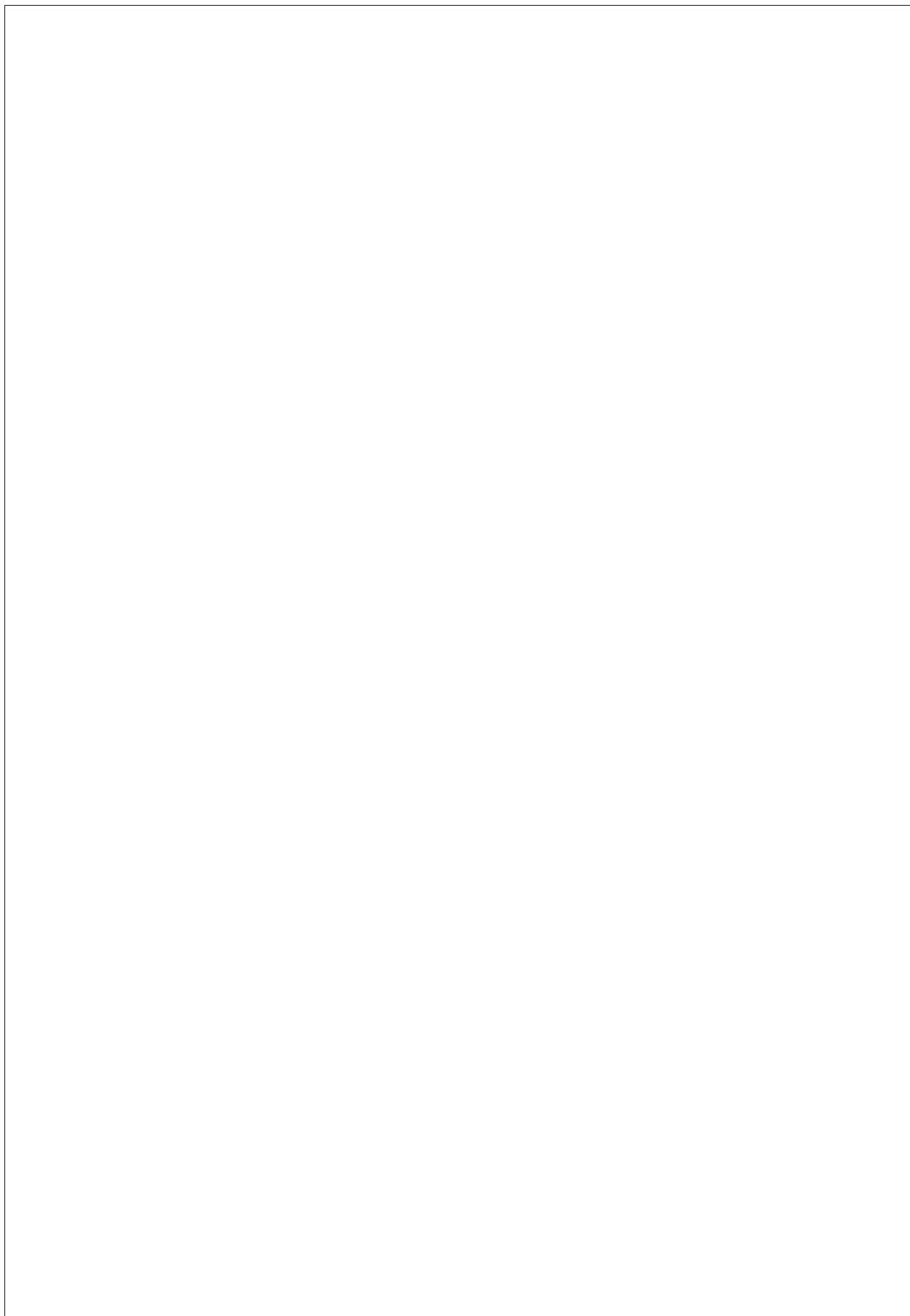
The appearance of the city?

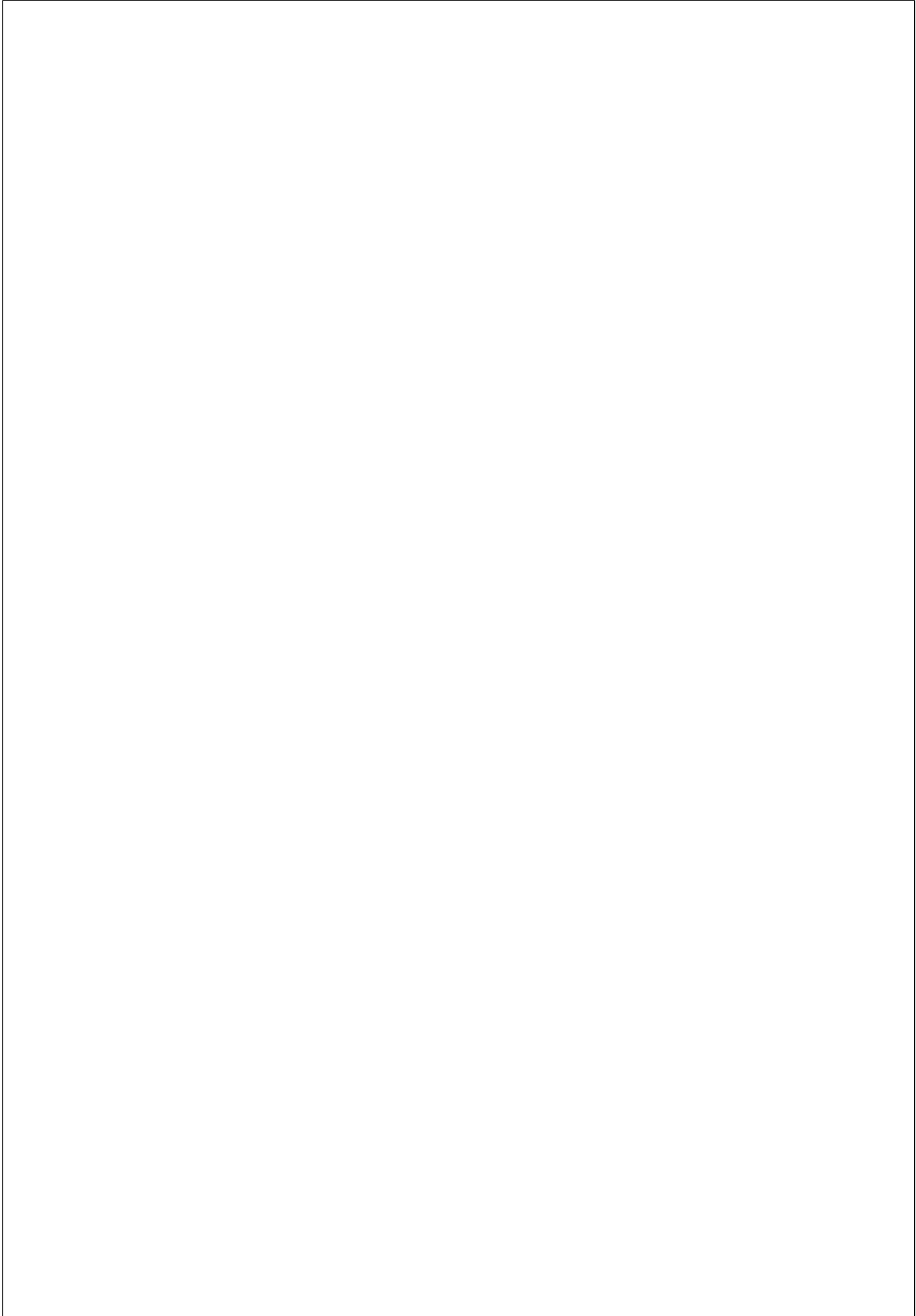


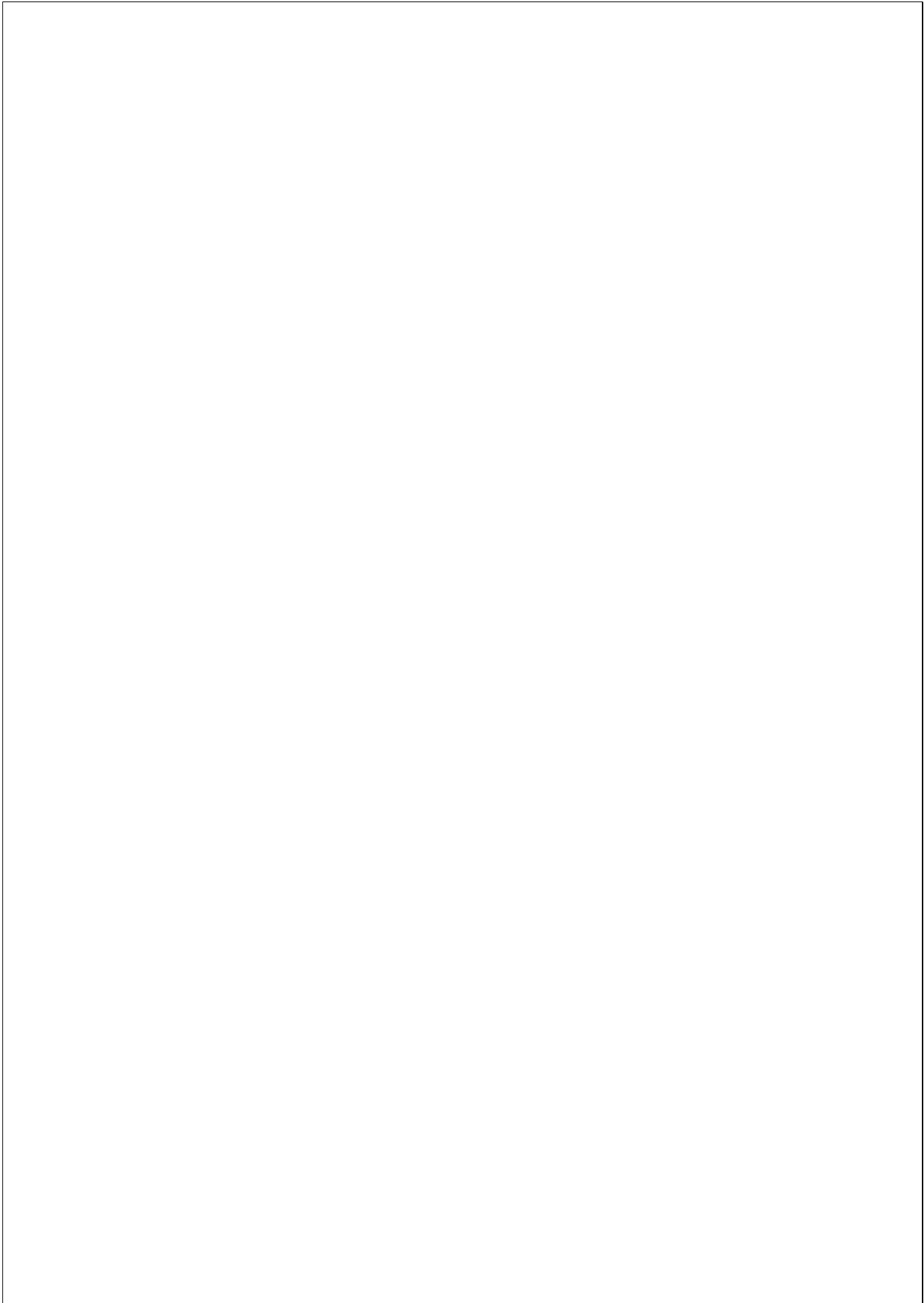




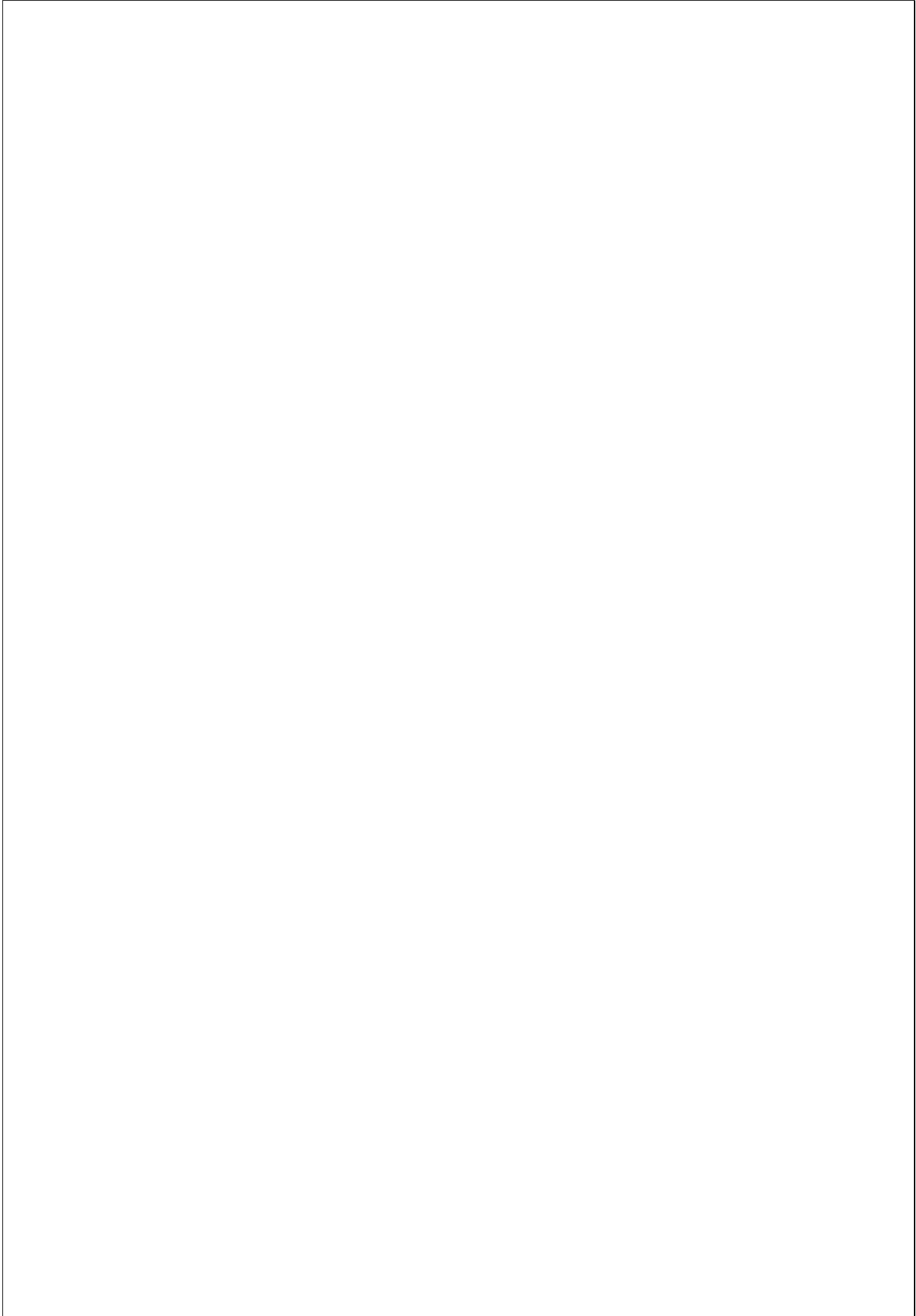
Pollution to land, water, or air?

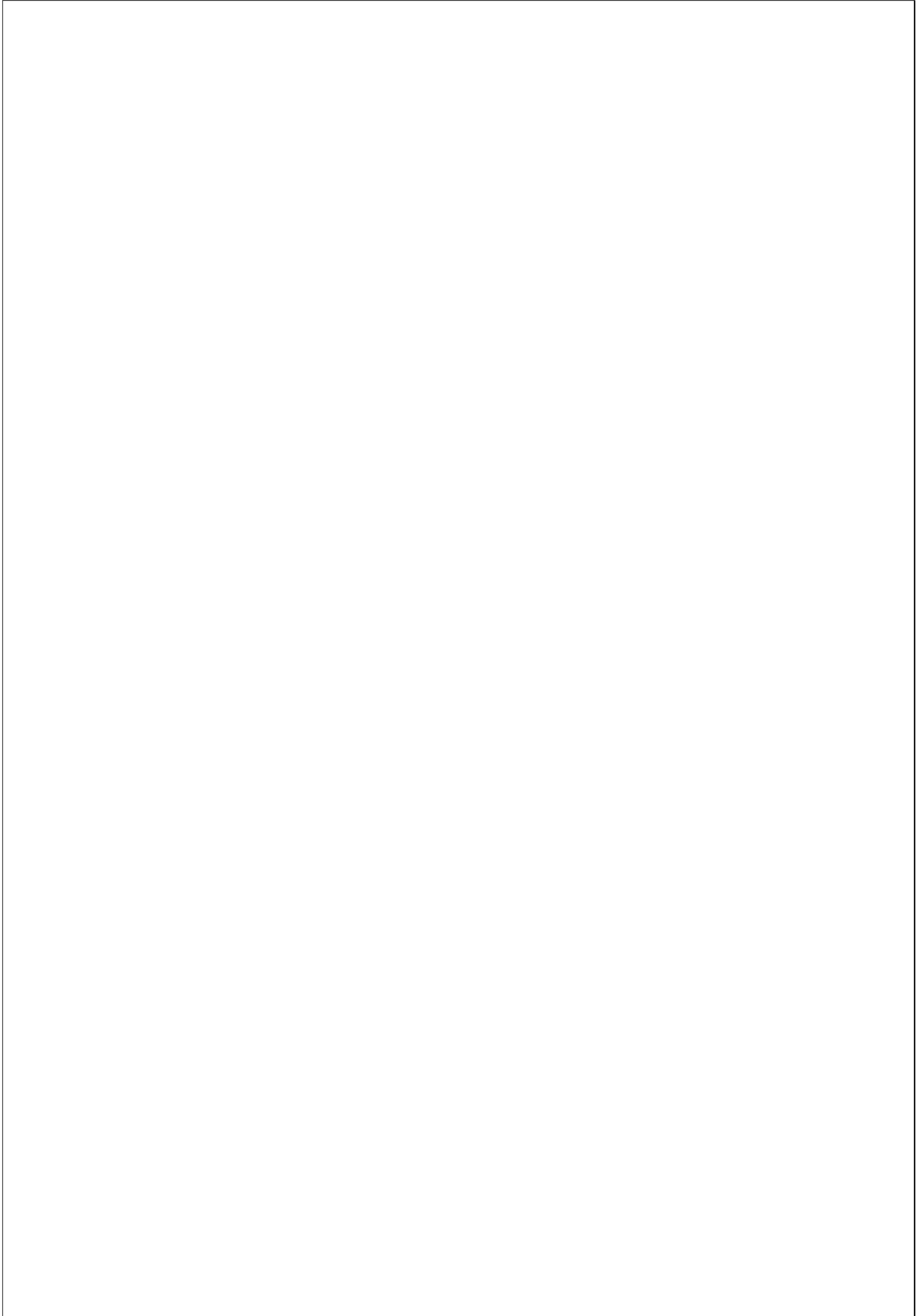


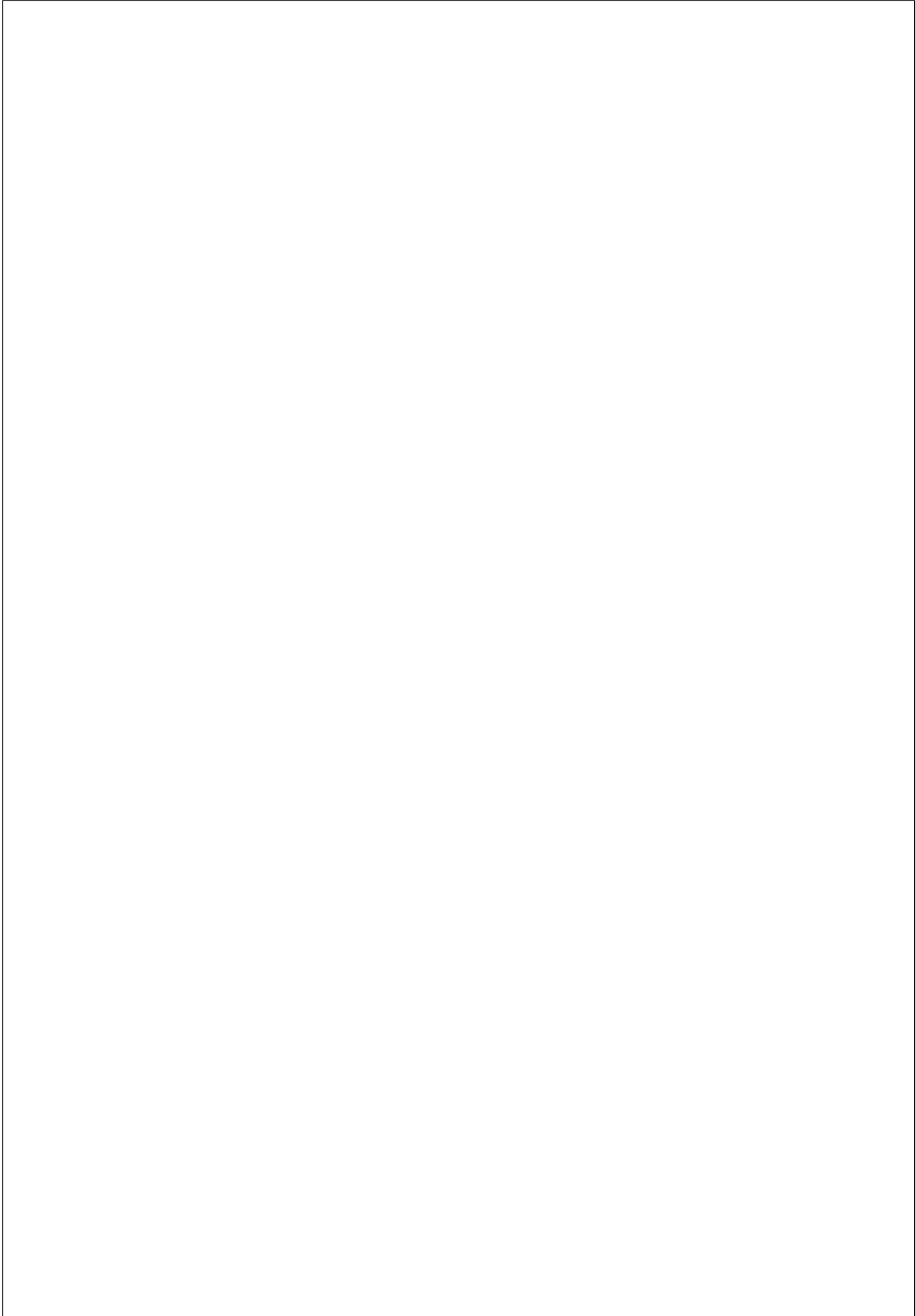


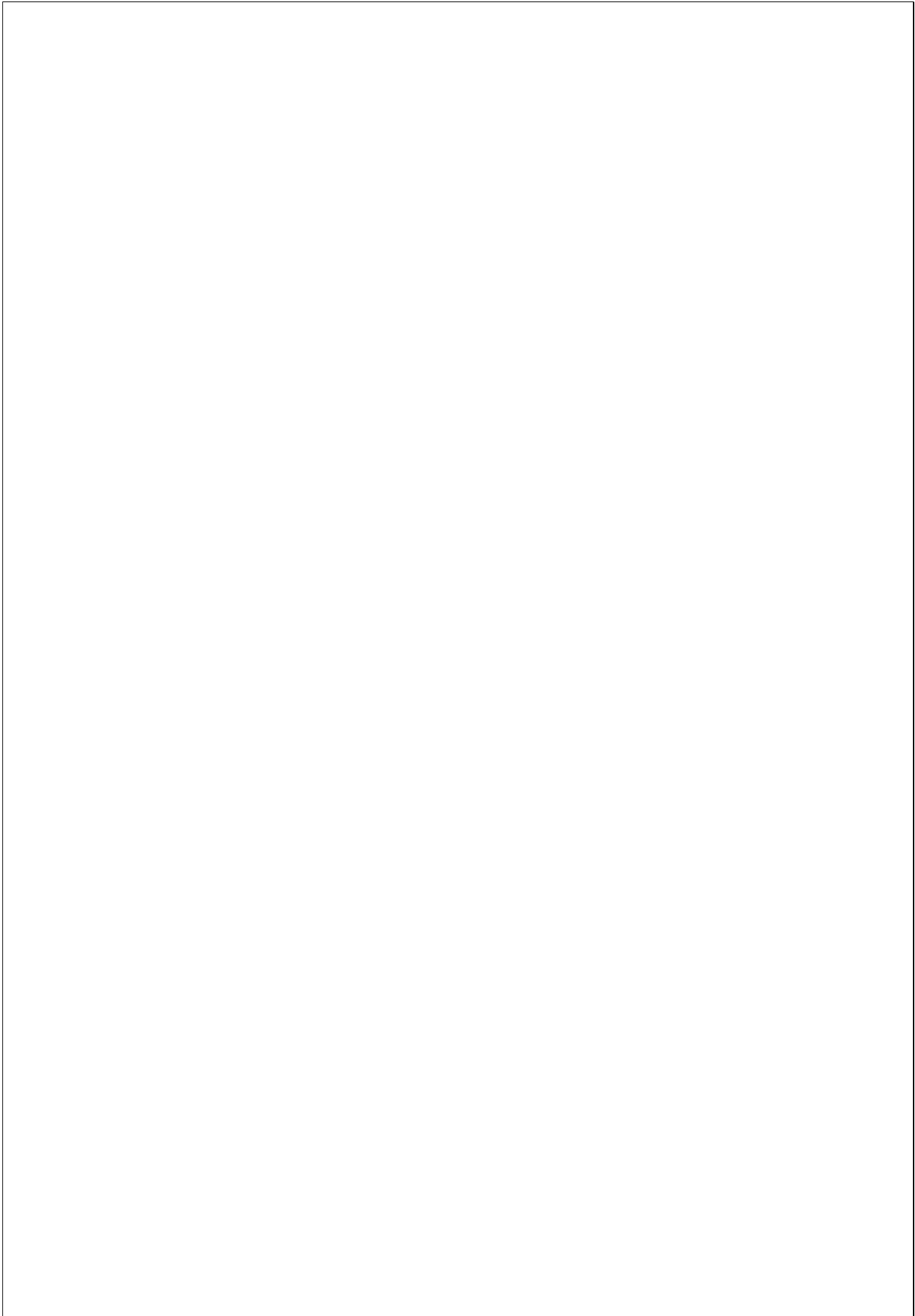


Wildlife and habitats?









Consulted with:
Summary of impacts and Mitigation - <u>to go into the main Cabinet/ Council Report</u>
<p>The significant impacts of this proposal are:</p> <ul style="list-style-type: none"> • Reduced CO₂ emissions from the city’s housing stock • Potential consumption of non-renewable materials and handling of hazardous materials. • Embodied emissions from the production and transport of materials • Waste from packaging and installation. <p>The proposals include the following measures to mitigate the impacts:</p> <ul style="list-style-type: none"> • The tendering processes will assess the environmental impacts of manufacturing, transport, hazardous materials and waste management arrangements. Scoring from the assessment will form part of the overall evaluation. • Works done on listed properties or those within conservation areas will be processed through planning as applicable. <p>The net effects of the proposals are positive, since improving the efficiency of housing stock will far outweigh the short term environmental impacts associated with works. There will be a significant net reduction in carbon emissions, although the scale of the reduction will depend on the speed of uptake and payback, the types of works funded and the condition of buildings where work takes place.</p> <p>Although outside the scope of this assessment, it should be noted that this scheme also has great potential to provide social and economic benefits to vulnerable and fuel poor people who may not otherwise be able afford energy efficiency works.</p>
Checklist completed by:
Name:
Dept.:

--

Extension:

Date:

Verified by Environmental Performance Team

Appendix 3 – Bristol City Council Equality Impact Relevance Check

This tool will identify the equalities relevance of a proposal, and establish whether a full Equality Impact Assessment will be required. Please read the guidance prior to completing this relevance check.



Bristol City Council Equality Impact Relevance Check

This tool will identify the equalities relevance of a proposal, and establish whether a full Equality Impact Assessment will be required. Please read the guidance prior to completing this relevance check.

What is the proposal?	
Name of proposal	Warm Up Bristol – Capital Loan Scheme
Please outline the proposal.	<p>It is proposed that the Council <i>enables a long term, accessible and sustainable loan mechanism to improve the energy efficiency of the domestic housing market.</i></p> <p><i>Subject to authorisation being received from the Department for Business, Energy and Industrial Strategy (DBEIS), formally known as the Department of Energy and Climate Change (DECC), unspent capital grant funding awarded to Bristol City Council in 2014 will be invested into an ethical revolving loan scheme. If the DBEIS or Cabinet decline this proposal, unspent capital grant funding will have to be returned to the central government treasury.</i></p> <p><i>The change of use will allow loans to be established through Wessex Resolutions CIC (WRCIC) on behalf of the Council, these will be targeted at improving the energy efficiency of the domestic housing market to work towards becoming carbon neutral by 2050 and tackle fuel poverty.</i></p>
What savings will this proposal achieve?	<i>This proposal will enable carbon and energy savings to be made to the private domestic housing stock of the city, in line with the Mayoral objectives to tackle fuel poverty and be carbon neutral by 2050.</i>
Name of Lead Officer	Sarah Sims

Could your proposal impact citizens with protected characteristics?

(This includes service users and the wider community)

Please outline where there may be significant opportunities or positive impacts, and for whom.

The main opportunity in terms of positive impact is in relation to the delivery of energy efficiency measures and the impact that these can have on citizens' fuel bills. These measures are available to all under the Green Deal, with additional help available for private households on certain qualifying benefits and those residents living in areas designated as being in the lowest 15% of Lower Super Output Areas according to the Indices of Multiple Deprivation.

This proposal will enable residents who might not have access to savings or other finance an ethical and affordable loan option (either protected or unprotected), so that energy efficiency improvements are feasible. The loans will be fixed rate available at typically low or 0% interest for those deemed vulnerable or in fuel poverty and typically 4% for others, or landlords.

Please outline where there may be significant negative impacts, and for whom.

In the context of the Warm Up Bristol generally, there is a strong commitment by all partner organisations and Bristol City Council to minimise any negative impact for all protected groups, particularly those from LGBT communities, transgender people, disabled people, BME communities and women.

This will be safeguarded through ensuring that the scheme is delivered by people and organisations that will not discriminate in the delivery of the project, and adhere to the policies and principles of the Local Authority. Any instances of discrimination or treating citizens unfairly will be dealt with using the council's own procedures.

The main way in which there may be negative impacts is in differences in the relative uptake of the loan offer for energy efficiency measures amongst different groups of citizens with protected characteristics. In particular, Somali families disagree with paying interest.

Bristol City Council have developed a list of local groups in conjunction with the local Neighbourhood Partnership teams in each location to access their community communication routes. Lastly, the project team has spoken with the Council's Public Health team regarding the Council's *Bristol Ageing Better* Big Lottery bid and asked that the team advise them of any communication routes that the pilot scheme could use to promote itself.

Could your proposal impact staff with protected characteristics?

(i.e. reduction in posts, changes to working hours or locations, changes in pay)

Please outline where there may be significant opportunities or positive impacts, and for whom.

Approving this proposal will enable a more stable industry within the local area. This will positively impact on the local trades specifically, where staff will be able to be trained locally with the prospect of greater job security. At the moment, the industry tends to bring European labour over for project durations as they are considered to have better skills in the industry.

All roles being created within Bristol City Council's Energy Service team, will be advertised in accordance with Council policy and are open to all eligible staff.

Please outline where there may be negative impacts, and for whom.

This project does not impact on existing Bristol City Council staff, as described previously. New Council roles will be recruited in accordance with the Council policy and are open to all eligible staff.

Is a full Equality Impact Assessment required?

Does the proposal have the potential to impact on people with protected characteristics in the following ways:

- access to or participation in a service,
- levels of representation in our workforce, or
- reducing quality of life (i.e. health, education, standard of living)?

Please indicate yes or no. If the answer is yes then a full impact assessment must be carried out. If the answer is no, please provide a justification.

No.

The project team will ensure that comprehensive and inclusive outreach plans are put in place to ensure that all protected groups have access to the loan mechanism and associated benefits that the project can provide.

Equalities monitoring of applicants to and from the scheme will provide data on uptake from protected groups which should inform on the success of the scheme.

Service Director sign-off and date:

Equalities Officer sign-off and date:



8th September 2016

Simon Nelson

8th September 2016

Appendix 4 – Loan features and products

Loan features:

There are a variety of loan products to meet the needs of the customers. The type of loan that is offered is dependent on the financial assessment completed to ascertain current and future affordability.

Note, if customers have no disposable income and/or no assets, we will decline the loan application and consider other exceptional funding / support that may be available.

Loans are provided with no penalty for early repayment of the loan and lump sums payments can be made by arrangement. Usually loan terms are for a maximum of 15 years.

For property-owner loans, on or before the date of the loan agreement, customers will pay £20/£40 to cover the Land Registry fee payable on registration of the Title Restriction.

Loan Products

- Capital and Interest
- Deferred Capital Repayment
- Interest Only converting to Capital Repayment
- Fixed Fee
- Interest Only
- Interest Roll Up

All agreed loan applications must pass the following four tests:-

- Eligibility: Is the customer eligible for the product being offered?
- Choice: Have we provided the customer with the optimal choice of products based on their individual circumstances?
- Affordability: Is the customer able to afford their chosen financial commitment?
- Fairness: ensuring that all clients are treated equally and fairly.

All Loans Feature:-

- Fixed interest rate
- Overpayments / Early repayment at any time without charge
- No set up fees

Protected Loans

For homeowners, the loan may need to be protected at the Land Registry by a Title Restriction. The purpose of the protection is to ensure that the loan goes to the property owner and should they leave the property there would be a notification.

Unprotected Loans

Unsecured loans can also be provided to tenants and homeowners depending on their financial circumstances. The only loan products (which are considered higher risk) that are available to applicants who do not have an asset to provide protection are:-

Capital and Interest Repayment

- Deferred Capital Repayment
- Interest Only converting to Capital Repayment

Loan products

Capital and Interest Repayment Loan

The monthly repayment covers both capital and interest. The loan is repaid in full over a pre-agreed fixed term.

Interest Only Loan (property owners only)

The monthly repayment covers only the interest on the loan. The loan is for an indeterminate period and becomes repayable on a termination event e.g.

- If the property is sold
- If the property ownership transfers
- If the borrower no longer lives in the property for 60 or more consecutive days.

Interest Roll-Up Loan (property owners only)

There are no monthly repayments and the loan is for an indeterminate period. Interest compounds annually and adds to the outstanding capital balance. The loan becomes repayable on a termination event e.g.

- If the property is sold
- If the property ownership transfers
- If the borrower no longer lives in the property for 60 or more consecutive days.

Deferred Capital Repayment Loan

The initial loan period is interest roll up. There are no monthly repayments and the interest compounds annually for a pre-determined fixed term and is added to the outstanding capital balance. At the end of the initial agreed period, the original capital borrowed and the accumulated interest converts to a Capital Repayment Loan. The monthly repayment covers both capital and interest. The loan is repaid in full over a pre-agreed fixed term.

Fixed Term Interest Only converting to Capital Repayment

Payments during the initial loan period are interest only. The monthly repayments service only the interest on the loan. The loan then converts to capital repayment for a fixed term, during which the monthly repayment covers both capital and interest. The loan is repaid in full over a fixed term.

Fixed Fee Loan (property owners only)

With a fixed fee loan there are no monthly repayments and the loan is for an indeterminate period. An administration fee of £300 is added to the loan. The loan is for an indeterminate period and becomes repayable on a termination event e.g.

- If the property is sold
- If the property transfers
- If the borrower no longer lives in the property for 60 or more consecutive days.

This loan type is only available to clients for whom an alternative product is unaffordable or inappropriate.

Access to information (background papers):

Warm Up Bristol – Briefing paper to Patrick Allcorn, Department for Business, Energy and Industrial Strategy

Consortium agreement – March 2005

Decision recording form – Cabinet Jan 2014

Executive briefing – referencing cabinet approval for the sub-regional loan

Green Deal and Energy Company Obligation Cabinet Report

Our Bristol Plan

Our Resilient Future – A Framework for Climate and Energy Security

Cabinet

4th October 2016



Report Title: Long Ashton Park & Ride site – Subsidy Payments

Ward: Various wards

Strategic Director: Barra Mac Ruairi / Strategic Director Place
Report Author: Peter Mann / Service Director Transport
Contact telephone no. & email address: 0117 922 2947
Peter.Mann@bristol.gov.uk

Purpose of the report:

To seek Cabinet approval to cease subsidy payments to the operator of the Long Ashton Park & Ride site

Recommendation for the Mayor's approval:

1. To agree that the Council will discontinue subsidy payments to the company that manages the Park and Ride site at Long Ashton.
2. To authorise the Strategic Director: Place to take the steps necessary to put this into effect.



The proposal:

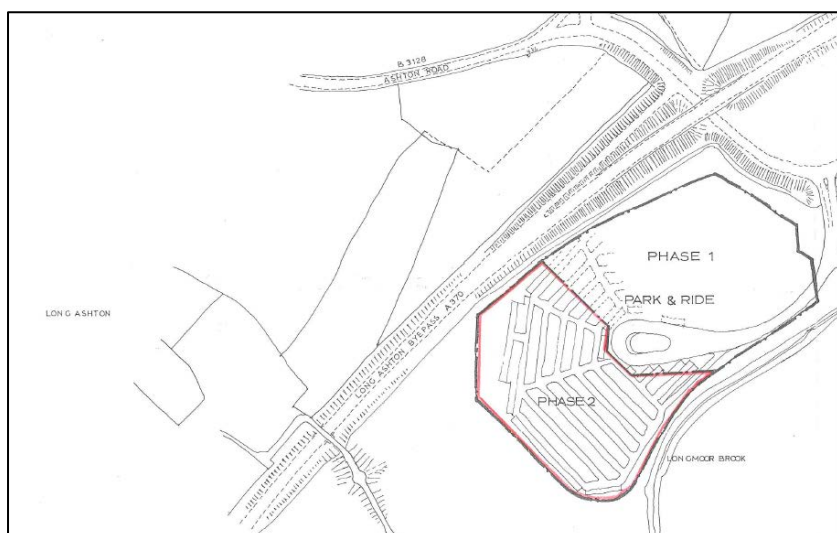
The operating model for Long Ashton Park & Ride has evolved over the years since it opened in 1997. The original approach as documented in the contracts relating to Long Ashton Park & Ride was that there would be growth in passenger numbers to a point where the fares revenue met all of the costs of the bus service and operating the park and ride site. The operator entered into that contract on the basis that they were exposed to risk in terms of delivering a viable operation but had the expectation of receiving profit once the service became established. Subsidy was payable for the early years only and thereafter BCC would benefit from a profit share.

The actual situation is that the bus service has never generated a surplus and the operator has not been able to comply with its contractual obligations. As a result over time the arrangements have moved away from the contractual terms to the extent that the Council commissions the bus service at its own expense, partly offsetting that cost with fares revenue. The Park & Ride site operator simply manages the site, and far from bearing the losses, has received a continuing subsidy payment from the Council. As part of that subsidy it receives a significant “administration fee”. The operator generates a profit from the subsidy received, whereas the Council is not only paying that subsidy, it is further carrying an operating loss on the bus service.

It is considered unacceptable for the Council to continue making subsidy payments that it is not contractually obliged to make, and meeting the bus service loss, whilst its commercial contractee is not only sheltered from loss but is making a profit on payments received. The Council considers that the current arrangements do not constitute value for money. Accordingly, it is proposed to cease paying the subsidy with immediate effect.

Background

1. Long Ashton Park & Ride is one of three park & ride sites for Bristol. They provide areas of parking outside the city itself to enable commuters, shoppers and visitors to access the city using a dedicated bus service. This helps reduce congestion and pollution in the city and reduces pressure for central car parking.
2. The site became a Park and Ride site in the 1990s. At this time the site was operated in the administrative areas of Avon County Council and Woodspring District Council. The site was developed in two phases and is part owned by David Lloyd Limited (DLL) (phase 1) and part owned by Bristol City Council (Phase 2). The entire site was leased to Park and Ride Limited (PRL) from 1997 until 2022 with an option to renew for a further 25 years. The planning consent only allows the site to be used as a Park and Ride to the centre of Bristol.



3. Alongside the lease, a 25 year Operating Agreement (OA) (with the option of a 25 year extension) was entered into between BCC and PRL in respect of the whole of the site (phases 1 and 2) and PRL procured the 903 bus service. Under this OA, PRL are to run the bus service for conveying people from the P & R site to and from Bristol city centre and run the car park for the provision of parking. In addition PRL is required to promote the use of the service to commuters, shoppers and other potential users.
4. The OA provides that a reducing subsidy was payable on the site for the first 6 years from 1997-2002 to cover the operating costs of providing the park & ride service, including the rent paid to DLL in respect of the Phase one land, and business rates. Thereafter the OA contains no further provision for subsidy and allowing for an income stream of 50% of net profits to be paid to BCC. Any losses were to be borne by PRL.
5. The contractual obligation on BCC to pay the subsidy ended on 31st March 2002. The reality of the operating position is that the overall park & ride service has never made a profit.
6. After 2002 BCC continued to make monthly payments to PRL based on invoices received from PRL representing the difference between its operating costs and income received from fares. By 2009 annual subsidy was running at about £400K, patronage was not increasing and service level was below that set out in the OA.
7. By 2010, the practical reality was that BCC was managing the bus service and PRL were simply providing the car parking, security and associated administrative functions.
8. As a result of this situation, following an exchange of emails with PRL, BCC then tendered for provision of the bus service associated with the park & ride taking that loss making burden off PRL and seeking to reduce overall costs. By 2012 the costs of provision of the bus service were fully met by BCC.
9. From 2010 PRL was providing just part of the service required under the OA, was not bearing any of the losses and continued to receive the extra contractual subsidy. Recent accounts show that PRL is making a profit from the subsidy payments. There is no right to a subsidy.
10. If PRL wishes to resume responsibility for the bus service then they can do so.
11. Officers now consider it necessary to reconsider whether the subsidy payments are justified and whether they should continue to be made.

Review of the Subsidy

12. There is no contractual or other entitlement to the subsidy and no promise or expectation that it will continue to be paid. It is appropriate to re-evaluate whether such payments are justified especially

given the pressure on the Council’s budget and our need to maximize the effectiveness of the reduced funds Council has for supporting public transport services. The procurement and delivery approach for the Long Aston Park & Ride was based on a third party entity (PRL) undertaking the park & ride service as a commercially based activity. The contractual documentation sets parameters for the parties. PRL are contractually responsible for the financial consequences of the overall operations.

13. The commercial venture entered in 1997 has not developed as anticipated and rather than making a profit, the P & R operates at a loss. Under the terms of the OA and the lease of Phase 2, PRL are required to provide the P & R service without subsidy even if that does not yield a profit as anticipated. There is no contractual requirement for BCC to bear the losses, nor for BCC to enable PRL to make a profit. Contractually, PRL is required to bear the losses not BCC. The continued payment of the subsidy is inconsistent with the terms of the OA.
14. An assessment has been undertaken of the current situation using figures provided by PRL invoices and available through the audited accounts of the Company. This shows an annual cost of £560,227, almost all of which is covered by the subsidy. The starting point is that PRL is contractually obliged to continue to run the service even if it makes a loss. Even if PRL was unable to continue the P+R and BCC was forced to undertake the operation of the site, BCC would be able to run the site at a significantly lower cost by virtue of the “administrative Fee” as well as audit and accountancy costs. BCC would also seek to minimise other costs. Leading Counsel has advised that the rateable value appears to be based on historic and wrong assumptions and proposals would be made. This is borne out by comparison with other Park and Ride sites that BCC operate. PRL has no incentive to incur the expenditure on reducing the rates bill. The conclusion is that even if BCC had to step in it could save considerable sums.
15. In addition the following factors are also relevant
 - There is no incentive for PRL to keep costs down and to maximise revenue when its income is protected whatever the costs, usage and revenue of the service.
 - As a matter of fact and despite obligations contained in the OA PRL does not appear to undertake any marketing of the site.
16. The recommendation by officers, following review with advisors including Leading Counsel, is that the subsidy should be ended with immediate effect.

Consultation and scrutiny input:

a. Internal consultation:

As set out in the comments from officers below.

b. External consultation:

BCC officers have written to PRL to advise that they now consider it necessary to reconsider whether those subsidy payments are justified and should continue, setting out matters referred to in this report. By a letter from the Council on 1st September PRL were given two weeks to make representations and they have responded by a letter dated 22nd September. Their letter of response asserts that the contract between PRL and the Council has been changed in numerous ways but they do not point to any express variation to support their assertion that the subsidy payment should be maintained.

Therefore PRL have to rely on a course of conduct giving rise to a contractual obligation (or estoppel by convention) to continue the payment of the subsidy indefinitely and irrespective of whether or not this provides value for money.

Leading counsel advises that this is simply wrong and that there is no factual or legal basis for estoppel by convention. In their letter PRL do not explain why the existing arrangement provides value for money or suggest an alternative lower sum that would make it value for money.

PRL advise in their letter that in the event the Council withdraws the payment PRL will be forced to re-consider the commercial viability of continuing the Park and Ride operation in its entirety. Leading Counsel has advised on the means to protect the Council and the public in the event that PRL breaches its contractual obligations in this way.

Their response is included at Appendix 2

Other options considered:

No change to current arrangements. This is outside the contractual terms in place as between BCC and PRL and has all the other disadvantages as laid above

Pay a reduced subsidy to PRL. This would still be outside the terms of the Operating Agreement. Continue to pay the subsidy for a short period. This is considered outside the OA and would involve BCC in unjustified expenditure.

Risk Analysis:

Confidential set out in Appendix 1

Public sector equality duties:

The desired outcome is that the site continues to operate and therefore there is no net impact. However, if there is any impact on bus passengers as an unintended consequence of the recommended course of action then the 2016 survey figures show that 3% of passengers (n=1) have identified as disabled. This may be increased as 13% (n=4) “prefer not to say”. If there is going to be an impact a range of options can be considered including offering alternative parking and boarding options especially to passengers with disabilities and season ticket holders.

Eco impact assessment

The desired outcome is that the site continues to operate and therefore there is no net impact. However, if there is any impact on bus passengers as an unintended consequence of the recommended course of action then there is a potential for a significant impact on air quality and emissions if there is additional volume of transport and additional congestion within Bristol.

Resource and legal implications:

Finance

a. Financial (revenue) implications:

The proposal is to cease the ongoing payment of a subsidy which does not represent good value for money for the Council and potentially cheaper options could be put in place. There is neither legal contract that requires it to be paid nor any justification to continue paying it. As such there is a clear business case and benefit for the Council in doing this.

Advice given by Mike Allen Finance Business Partner
Date 9/9/2016

b. Financial (capital) implications:

The subsidy is paid for from revenue budgets so there is no capital implication from the proposed withdrawal of the operating subsidy for the Park and Ride services

Advice given by Mike Allen Finance Business Partner

Date 9/9/2016

Comments from the Corporate Capital Programme Board: This is a revenue proposal

c. Legal implications:

Confidential - set out in appendix 1

d. Land / property implications:

There are no land / property implications from the recommendation.

Advice given by Robert Orrett / Service Director - Property

Date 9 September 2016

e. Human resources implications:

There are no HR implications for the Council's workforce arising from the recommendation/s.

Advice given by Mark Williams, HR Business Partner

Date 9 September 2016

Appendices:

Appendix 1 Background document – Not for publication by virtue of paragraph(s) 3 and 5 of Part 1 of Schedule 12A of the Local Government Act 1972 (Information relating to the legal, financial or business affairs of any particular person (including the authority holding that information)).

Appendix 2: 1 copy of correspondence received on behalf of PRL

By virtue of paragraph(s) 3, 5 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

Bristol City Council
Place Directorate
Transport Service
City Hall
PO Box 3176
Bristol BS3 9FS

Date 22 September 2016

Your Ref J.M.MANSFIELD

Our Ref 115/SMF/N14497/5467

Direct Tel No 020 7355 6040

Direct Fax No 020 7518 9140

E-mail aperlmutter@hamlin's.co.uk

Via Post & Email: joanne.mansfield@bristol.gov.uk; Peter.Mann@bristol.gov.uk

Dear Sirs

**Re: Long Ashton Park and Ride, Bristol
Our Client: National Car Parks Limited**

We refer to your letter dated 1 September 2016 and subsequent correspondence, including your letters of 16 and 21 September 2016.

We have requested a short extension of time in which to take our client's instructions in relation to your letter dated 1 September 2016 and to provide a substantive response. However, you have maintained that if our client's representations are not received today they will not be able to be included in the Cabinet Report to be presented on 4 October 2016 or taken into account in formulating the recommendation to the Cabinet. Whilst we remain of the view that your position in this regard is unreasonable, we have taken our client's instructions and this letter should be reviewed as an initial reply to your letter of 1 September, in light of the fact that it is unrealistic to expect us to be able to take our client's full instructions in the short time frame imposed, whether that be 15 or 20 days, when the matters raised by you relate to a contract entered into almost 20 years ago.

As the Council is aware, the Operating Agreement forms part of an overall contractual position which has been in place since 1997, with such contractual position reflecting the longstanding commercial relationship between our client and the Council. It therefore comes as a total surprise to our client that the Council is contemplating the steps which your letter suggests.

As you will also be aware, numerous events concerning the P&R facility have occurred since 1997 and our client is firmly of the view that not only is the Council in any event estopped from terminating the payments, but that the proposal to do so immediately, without due notice or full consideration, cannot be a reasonable decision made by a public body.

However, entirely without prejudice to the legal position and particularly estoppel by convention, we have considered this matter with our client to the extent possible and we shall endeavour to explain our client's concerns in relation to this matter.

Whatever the precise construction of the agreement between the parties, and notwithstanding the numerous variations to the agreement, the Council and our client have operated an arrangement for almost 20 years and it is completely inappropriate for the Council to now simply seek to suspend and then terminate an integral element of that arrangement without proper notice and/or proper discussion of the ramifications of doing so. If the Council proceeds to withdraw the

payments to our client, our client will be forced to consider and then pursue its contractual remedies and to reconsider the commercial viability of continuing the P&R operation in its entirety.

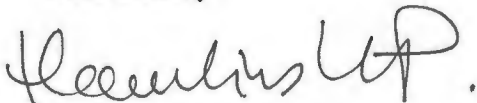
Although our client would like to preserve the long standing and successful relationship it has with the Council, it will not stand by and accept that payments can be withdrawn on a unilateral and unreasonable basis without the courtesy of proper consultation. It is extremely concerned that any ongoing relationship with the Council will be irreparably damaged in the event the payments are withdrawn. Our client cannot fathom how a decision by a local authority as to whether to withdraw all further payments to our client, which have been made in consideration of the services it continues to provide, can be justifiable without full, proper and reasonable consultation, which should include discussions and meetings with our client. Your letter of 1 September does nothing to suggest that the Council wishes to preserve the goodwill built up between the parties over the last two decades.

In the circumstances, and in accordance with the provisions of the Operating Agreement (which forms part of the overall contractual position), which requires the parties to attempt to resolve any issues by negotiation (and without resorting to dispute resolution by the Courts or elsewhere), our client requires the Council to immediately agree to defer any further decision regarding this matter at the meeting on 4 October, for a short period of four weeks. During that period our client proposes that the parties should meet to start a consultation process and to fully and constructively address all issues raised in your letter of 1 September 2016.

Given what we have set out above, if the Council fails to agree to our client's very reasonable proposal we put you on notice that we reserve all of our client's rights to take whatever steps that are necessary to protect its commercial interests, including, but not limited to, injunctive relief and to pursue its contractual as well as public law remedies against the Council. We trust that you will, however, agree that it is in the interests of both parties and indeed the public, who ultimately benefit from the services provided, that the parties meet as suggested to commence the necessary discussions in relation to this matter.

We require confirmation of the Council's agreement to our client's proposal by no later than 3pm tomorrow.

Yours faithfully



Hamlins LLP

CABINET – 04 10 2016

EXECUTIVE SUMMARY OF AGENDA ITEM 11

Report title: Grant agreement for Hengrove Park and The Bottle Yard Studios

Wards affected: City wide generally with specific benefits to Knowle, Filwood, Hengrove & Whitchurch Park

Strategic Director: Barra Mac Ruairí

Report Author: Howard Swift

RECOMMENDATION for the Mayor's approval:

1. To note the significant contribution of The Bottle Yard Studios (TBYS) facility to the City Economy and employment in South Bristol
2. Approve the continuation of The Bottle Yard Studios operations as a 'going concern' with a review of its Governance arrangements
3. To agree that the Council will merge the existing two grant agreements with HCA relating to land known as Hengrove Park and land known as Constellation/The Bottle Yard Studios into a new single consolidated grant agreement with HCA.
4. To authorise the Strategic Director: Place to approve the completion of the new grant agreement and to resolve any other issues in the terms of the new agreement including land ownership issues within the scope of the defined land area, where the agreed purchase price of the land contained in the new licence agreement is in excess of £500,000, subject to:
 - 4.1. Briefing of the Cabinet Member for Place on due diligence, detail of the grant agreement and legal arrangements, and the contribution of the grant agreement to the overall regeneration and economic growth in the area.
 - 4.2. Advice from the Service Director: Property recommending the terms of the grant agreement and any other property implications that might affect the Council's interests as a result of the new agreement.
5. To approve the investment of capital funding of £692k for essential renewal and improvements protecting BCC reputation and enhancing business potential.

Key background / detail:

a. Purpose of report:

- Enable the success achieved with The Bottle Yard Studios to be continued into the medium term.
- Resolve repair needs at The Bottle Yard Studios to support continued growth in activity and revenue.
- Relieve the Council of an existing £8.5m balance sheet liability linked to previous infrastructure delivery at Hengrove Park.

- Conclude a revised grant agreement aligned to housing delivery priorities.
- To obtain Cabinet approval to consolidate two existing grant agreements with the Homes & Communities Agency (HCA) into a single agreement to facilitate delivery of regeneration at Hengrove Park and retention of The Bottle Yard Studios by the Council. To review the positive performance of the Bottle Yard Studios facility, and to reconsider its 'meanwhile use' status to allow investment in future growth.

b. Key details:

1. There are currently two separate agreements for grants between the Homes and Communities Agency (HCA) and Bristol City Council (BCC) in relation to Hengrove Park and the Bottleyard Studios. Each of these agreements reflects the expectations from the time that they were entered into. The passage of time, and changes in intentions mean that each of the current agreements presents significant difficulties for BCC.
2. Engagement with the HCA, and their general supportive partnership for the prosperity of the city, has enabled us to agree principles for a new single grant agreement to replace the two current agreements. The opportunity now presents itself to restructure these agreements to the benefit of both the Council and the HCA. For the Council this will mean that a provision of £8.5m for the future repayment of HCA grant will no longer be required.
3. The success of the Bottlyard Studios operations since its inception as a pop-up, meanwhile use film studios leads us to review this temporary status, to encourage the future growth of the facility and to invest in its continued growth.

Cabinet

4 October 2016



Report Title: Grant agreement for Hengrove Park and The Bottle Yard Studios

Ward: Hengrove

Strategic Director: Barra Mac Ruairí / Strategic Director: Place

Report Author: Robert Orrett / Service Director – Property
Alistair Reid/ Service Director - Economy

Contact telephone no. 0117 922 4086

& email address robert.orrett@bristol.gov.uk

alistair.reid@bristol.gov.uk

Purpose of the report:

1. Enable the success achieved with The Bottle Yard Studios to be continued into the medium term.
2. Resolve repair needs at The Bottle Yard Studios to support continued growth in activity and revenue.
3. Relieve the Council of an existing £8.5m balance sheet liability linked to previous infrastructure delivery at Hengrove Park.
4. Conclude a revised grant agreement aligned to housing delivery priorities.

Recommendation for the Mayor's approval:

- 1 To note the significant contribution of The Bottle Yard Studios (TBYS) facility to the City Economy and employment in South Bristol
- 2 Approve the continuation of The Bottle Yard Studios operations as a 'going concern' with a review of its Governance arrangements





Recommendation for the Mayor's approval (continued):

- 3 To agree that the Council will merge the existing two grant agreements with HCA relating to land known as Hengrove Park and land known as Constellation/The Bottle Yard Studios into a new single consolidated grant agreement with HCA.**
- 4 To authorise the Strategic Director: Place to approve the completion of the new grant agreement and to resolve any other issues in the terms of the new agreement including land ownership issues within the scope of the defined land area, where the agreed purchase price of the land contained in the new licence agreement is in excess of £500,000, subject to:**
 - a. Briefing of the Cabinet Member for Place on due diligence, detail of the grant agreement and legal arrangements, and the contribution of the grant agreement to the overall regeneration and economic growth in the area.**
 - b. Advice from the Service Director: Property recommending the terms of the grant agreement and any other property implications that might affect the Council's interests as a result of the new agreement.**
- 5 To approve the investment of capital funding of £692k for essential renewal and improvements protecting BCC reputation and enhancing business potential.**



The proposal:

The Bottle Yard Studios (TBYS) was established by the Council in 2010. When the studios were established it was as a meanwhile use in a huge redundant complex of warehouse and tank house buildings. The use was a response to the BBC Casualty series moving from Bristol to Cardiff, aimed to help mitigate the impact of reduced jobs and economic activity in the TV & film sector for the city.

At the time, the use was a temporary use of buildings owned by the Council by means of a grant arrangement with the Homes and Communities Agency (HCA). The grant was linked with a grant arrangement by the regional development agency to the previous owners of the site and buildings – Matthew Clark/Constellation – which secured a commitment to keep their new business activity located in the Bristol area. A consequence was that the freehold of their old site and buildings at Whitchurch Lane was transferred for a temporary period up to March 2017 to the Council to manage. The expectation at the time was that by that time the HCA would have established arrangements for the costly demolition and site clearance project that would release this land for regeneration.

TBYS has been much more successful than anticipated when the original grant agreements were completed. It has become the largest dedicated film and TV studio facility in the West of England. It opened in 2010, transforming a disused industrial space into a vibrant and busy creative hub for production. It now offers a total of 300,000 sq. ft. of flexible production space. Recent successes include filming of Poldark, Wolf Hall, Sherlock and Galavant.

The Council has also worked with Matthew Clark to enable their local office centre to continue to be accommodated at the property.

The current grant agreement requires that ownership of the property is wholly transferred to HCA for nil consideration, bringing the grant agreement to an end. The HCA would then implement the demolition and site clearance.

Cabinet is requested to confirm the commitment to continue to operate and develop TBYS in the medium term, and work with Matthew Clark to provide stability for their local operations. HCA has agreed in principle to commit to permanent ownership of the property by the Council, in return for an independently assessed market value of the property, assuming vacant possession.

With the commitment to continue TBYS, there would be an early investment of £692k of capital funding. This would provide extra office accommodation generating income from conversion of currently unusable / under used areas of the site.

Separately, a grant agreement was entered into by the Council with HCA linked to the funding contribution by HCA for phase 1 infrastructure development at Hengrove Park. The terms of that agreement oblige the Council to repay £8.5m of grant to HCA in 2020. This absolute repayment obligation is provided for in the balance sheet of the Council. However, it operates in a very blunt manner which no longer aligns with the current situation and the purposes of HCA, which is the Government Agency charged with helping create successful communities by making more homes and business premises available to the residents and businesses who need them.

HCA have agreed in principle to enter into a revised grant arrangement for Hengrove Park which promotes the Government commitment made when they approved the South Bristol Housing Zone. This is one of one of 10 housing zones across the country. These first flagship housing zones in England - to help provide thousands of new homes across the country, have been established, where it will be easier and quicker to

build new homes on brownfield land. The revised grant agreement will translate the current set repayment burden to a basis where the grant repayment will be made as land release for development progresses.

The two existing grant agreement will be replaced by a single new combined agreement. The aggregate of the Hengrove grant commitment and the agreed market value for TBYS will be repayable by the Council to HCA as a share when land receipts are delivered alongside development at Hengrove Park. This will enable the liability to repay the £8.5m from the Council's accounts.

BACKGROUND

The Bottle Yard Studios/Constellation site

History

The site of the Bottle Yard Studios (TBYS) formerly operated as the offices, bottling plant and distribution centre for Harvey's then Matthew Clark/Constellation. Around 300, mostly local people were employed by the bottling process. The bottling facility closed in 2005, losing the 300 jobs and leaving void space in excess of 350,000 sq. ft. The site was threatened with complete closure in 2006 following the takeover by Constellation Europe who proposed relocation of the business outside of the Bristol area.

The whole site was purchased in 2007 by Bristol City Council using Homes and Communities Agency funding allowing the office operations on site to continue and helping to secure around 420 local jobs. The bottling premises stood empty representing a liability of around £330k plus rates payable of £154k per annum.

In 2010, the medical TV drama series, Casualty, which had filmed in Bristol since its inception in 1986 departed the City for Cardiff in 2010 threatening significantly to impact Bristol's economy.

In response to the Casualty departure and to use the vacant property, The Bottle Yard Studios (TBYS) were opened in in 2010 as an experiment seeking to restore lost employment and contribute to the City economy. The following six years have seen year on year growth. TBYS now contribute to the City Economy and Cultural Offer (media and arts) - £16.8m pa. Having started as a 'meanwhile' use, the facility has now developed into the second largest UK film production facility.

A business plan prepared with support from specialists Olsberg SPI outlined future options for TBYS with growth forecast over a 10 year period. Starting from nothing, TBYS have grown to eight sound stages, ancillary offices and workshops and produced a £155k financial surplus in 2015/16 financial year with growth having accelerated as the Site Director became full-time and with the benefit of the opportune introduction of UK Government Tax Incentives.

Current position

Through its intervention, the Council secured the 420 Matthew Clark/Constellation office jobs on site with film making now providing an estimated additional 327 FTE jobs including those of 17 permanent tenants, over two dozen storage tenants and an average of three "visiting productions" using the studio space. Within the filmmaking supply chain it is estimated that a further 900 jobs are supported. In all, as currently operated, the facility supports employment levels 50% higher than its heyday in its original use.

TBYS supports training and development of media related people. In 2015/16, 35 trainee posts were created. TBYS have close ties with local schools and FE institutions.

Hengrove Park land

History

Once the location of the original Bristol airport, the land known today as Hengrove Park has remained in Council ownership. Substantial redevelopment of the original site has taken place over the years, but of the original site almost 50 hectares remain available for development, making it the largest regeneration site in the city.

Hengrove Park received outline planning consent for mixed use development including a public park in 2005. This was not implemented and eventually became superseded by what became known as Phase 1 including Leisure Centre, Hospital, College, development plots and associated infrastructure. The site is allocated for housing (an estimated 1000 new homes), offices and open space in the form of a large high quality public park.

Hengrove Park Phase 1 delivery took place between 2008 and 2012 at a cost to the Council of circa £20m funded primarily by Council capital programme and an £8.5m grant from HCA. The grant is repayable in 2020 if the Council fails to deliver comprehensive development on the remainder of the site (see summary of main grant conditions below).

Current position

A feasibility study on the delivery of the sites within the South Bristol Housing Zone is now underway and expected to be completed in autumn 2016. The feasibility study will identify the number of homes that can be delivered within the zone and programme for delivery. Entering into the new grant agreement with the HCA will support and facilitate the delivery of housing at Hengrove Park.

Grant Agreements

There are currently two separate agreements for grants between the Homes and Communities Agency (HCA) and Bristol City Council (BCC). Each of these agreements reflects the expectations from the time that they were entered into. The passage of time, and changes in intentions mean that each of the current agreements presents significant difficulties for BCC. Engagement with the HCA, and their general supportive partnership for the prosperity of the city, has enabled us to agree principles for a new single grant agreement to replace the two current agreements.

Current Agreements

Hengrove Park

The existing agreement is dated 23 February 2010 and relates to grant provided for infrastructure works for Phase One of Hengrove Park. The scope relates to the whole Hengrove Park area (phase One and Two).

Key provisions:

- Grants received £8,500,000
- Purpose of grant was to help fund design and construction of infrastructure and public realm works serving Phase One.
- Progress – the works were all implemented, infrastructure and public realm works that enabled the development of Phase One. Using this infrastructure, a Community Hospital, Leisure Centre and Skills Academy have been delivered. A developer has been secured to deliver over 200 homes on the remaining Phase One land.

- Repayment of the Grant Funding amount is due by BCC to HCA by 31 March 2020 unless all delivery milestones have been achieved.
- Delivery milestones include Phases One and Two. There are numerous milestones relating to masterplanning, developer appointment, plot disposal and building construction and phase completion.
- Phase Two progress has been substantially delayed for reasons including Town & Village Green proceedings, economic weakness, changes in delivery approach. There is no realistic prospect that the phase could be completed before the final milestone date.
- Hengrove Park is being progressed as part of the South Bristol Housing Zone, with HCA support. The parties both recognise the benefit of entering into the revised grant agreement that will secure repayment of this grant amount linked to delivery of the Hengrove development.

TBYS

The existing agreement is dated 30 March 2007 and varied on 31st March 2010. It relates to a property described as Land and Premises at Whitchurch Lane. This comprises the entire site including TBYS and the offices leased to Matthew Clark Wholesale.

Key provisions:

- The grant of £8.6m enabled purchase of the freehold by BCC from Matthew Clark using funds provided by way of grant by HCA.
- The freehold of the property is owned by BCC subject to obligations to HCA regarding management, disposal or transfer to HCA.
- HCA may require BCC at any stage to sell the property and transfer all sales proceeds to HCA. up to the amount of the grant (£8.6m).
- On 31 March 2017, BCC is required to transfer the property to HCA for nil consideration, bringing the grant agreement to an end.

The Grant Agreement Proposal:

Two existing grant agreements between HCA and the Council, separately concerning Hengrove Park and TBYS to be replaced with a new single grant agreement which will enable:

1. The regeneration of the Hengrove Park land, which is fundamental to achieving the strategic housing and economic regeneration objectives;
2. BCC to retain permanent freehold ownership and control of TBYS site;
3. Deferment of the land cost payment by BCC for the Constellation/TBYS land and buildings (agreed price £600k). The price is based on the market value of the whole property based on it being fully vacant.
4. Release of the Council's existing balance sheet provision of £8.5m which covers repayment due under the current Hengrove Park upon completion of new agreement;
5. HCA to recover the same amount (£8.5m plus the deferred price for TBYS) by receiving 50% of future Hengrove land sale receipts until the total is paid down in full.

The Operational and Investment Proposal:

While the facility has enjoyed year on year growth, its prospects have been constrained by the limitations of ageing and energy inefficient buildings. As a continuing ‘meanwhile’ use, long term investment has been avoided and short term spend has necessarily been elevated. The success of the facility, its prospects for future growth and its importance to the City and the Regional economy leads us now to recommend that the ‘meanwhile’ status is formally lifted to allow investment in future growth as a ‘going concern’. Investment required falls into two categories:

1. Strategic renewal of building fabric and services – roofing, data infrastructure, replacement of fire alarms systems which remain operable but beyond future repair, and the provision of disable toilet facilities.
2. Creation of additional office space with IT infrastructure needed for 2016/17 to support additional visiting productions.

£692k of capital funding is required. The extra office accommodation will increase lettable space and generate income from conversion of currently unusable / under used areas of the site. With investment, a surplus of £100k is forecast for 16/17, £63k for 17/18 and £139k for 18/19. The facility typically over performs its financial targets.

It is proposed that this investment is funded from the £8.5m balance sheet provision that will be released. Finally, it is proposed that the governance arrangements for the facility be reviewed in light of the continuing commitment to TBYS.

Consultation and scrutiny input:

a. Internal consultation:

Regular briefings are held with the Mayor, Deputy Mayor and Cabinet Member for Place

b. External consultation:

Downstream development at Hengrove Phase 2 is currently being master planned. Proposed governance arrangements for the Bottleyard will be consulted upon with industry and other stakeholders. The Homes and Communities Agency (HCA) has been heavily involved in the formulation of the subject proposal.

Other options considered:

1. Decline to extend Bottleyard meanwhile use status. This would potentially mean the loss of all current employment on site and large capital costs to either re-let the site to an alternative occupier or the undertake land remediation (around £3.5m) to allow redevelopment. The broader economic benefits of Bottleyard activity would be lost to the City.
2. Other sites – relocate the Bottleyard activity to an alternative site. The Council does not own suitable alternative accommodation and removal costs would be significant.

Risk management / assessment:**FIGURE 1****The risks associated with the implementation of the (subject) decision :**

No.	RISK Threat to achievement of the key objectives of the report	INHERENT RISK (Before controls)		RISK CONTROL MEASURES Mitigation (i.e. controls) and Evaluation (i.e. effectiveness of mitigation).	CURRENT RISK (After controls)		RISK OWNER
		Impact	Probability		Impact	Probability	
		1	The new grant agreement cannot be completed in line with the principles of the currently proposed deal		High	Low	
2	The proposed works to TBYS incur greater cost than anticipated as repair to older buildings are difficult to predict	Medium	Medium	Adjust scope of works to contain within agreed cost budget			Howard Swift

FIGURE 2**The risks associated with not implementing the (subject) decision:**

No.	RISK Threat to achievement of the key objectives of the report	INHERENT RISK (Before controls)		RISK CONTROL MEASURES Mitigation (i.e. controls) and Evaluation (i.e. effectiveness of	CURRENT RISK (After controls)		RISK OWNER
		Impact	Probability		Impact	Probability	
		1	The HCA requires TBYS to be sold after March 2017		High	High	
2	The Hengrove Park grant monies (£8.5m) need to be repaid by BCC to HCA in 2020	High	High	The existing contingent sum of £8.5m is retained within BCC finance to meet the obligation	High	High	Richard Fear/s151 Officer

Public sector equality duties:

There are no proposals in this report which require either a statement as to the relevance of public sector equality duties or an Equalities Impact Assessment. An Equalities Relevance review will be undertaken and an Equalities Impact Assessment undertaken as appropriate before the proposal is allowed to proceed.

Eco impact assessment

1. There are no environmental impacts associated with transfers of finances and liabilities. Works to improve the site will increase emissions and waste production. Increasing the use of the site will increase emissions of carbon and air pollution, travel, and waste production on the site on an ongoing basis. It should be noted that these impacts will be offset at least partially by the increased energy efficiency of the buildings in use. Since some of the major production companies are using Albert and Albert+ methodologies to measure carbon emissions associated with productions, this may improve the attractiveness of the Bottle Yard Studios.
2. These increased impacts will be mitigated by consultation with the council's Sustainable City and Climate Change team, Energy Service, and Conservation team and implementing agreed measures. A travel plan will be written, or an existing one modified to allow for increases in traffic flows on and off site. A site waste management plan will be written and implemented during works. Asbestos will be

handled in accordance with the council's Asbestos Arrangements document. Ongoing management of environmental impacts from the site via the council's certified environmental management system will mitigate any additional impacts.

The net direct impact of the proposals is likely to be negative, but minor.

Advice given by: Giles Liddell
Date: 12 August 2016

Resource and legal implications:

Finance

a. Financial (revenue) implications:

The Bottle Yard Studio is forecasting an in-year surplus of £100k for 16/17. The proposed capital investment will enhance the ability for future revenue generation.

Advice given by: Tian Ze Hao / Finance Business Partner
Date: 18 July 2016

b. Financial (capital) implications:

The proposed investment in The Bottle Yard Studio (£692k) mainly consists of capital expenditure. The funding options have been identified as follows:

Option 1: A combination of The Bottle Yard site remediation fund and a contribution from the Place Development Earmarked Reserve up to £192k. Current available balance on remediation fund is £251k, and an additional 16/17 part year contribution from tenant is circa £50k. (It was agreed as a part of the tenancy agreement with Mathew Clark Ltd that the tenant will make an £100k p.a. contribution to the remediation fund over the 5-year contract period up to a maximum sum of £500k.)

Option 2 (preferred option): the proposal seeks approval for a new combined grant agreement with the HCA aggregating the previous Hengrove grant commitment (£8.5m) and the market value for The Bottle Yard Studio, which is to be repaid by the Council when land receipts are delivered alongside the development at Hengrove Park. This new grant agreement would give rise to the immediate release of the £8.5m long-term grant liability under the previous grant conditions. It is proposed that the Bottle Yard capital works (£692k) would be funded by part of this reversal.

Option 3: Funded by prudential borrowing and repaid by the surplus generated by The Bottle Yard Studio going forward, minimum payback period is 7 years.

Advice given by Tian Ze Hao / Finance Business Partner
Date 18th July 2016

c. Legal implications:

As it stands the report is directed at primarily consolidating the two existing grant agreements and dealing with the consequences of that, and in principle, there should be nothing problematic in doing this. We will of course need to look closely at the terms of the new grant agreement.

Advice given by **Eric Andrews, Senior Solicitor**
Date **11 August 2016**

d. Land / property implications:

The position in relation to the future of TBYS needs to be resolved as the existing grant agreement with HCA commits the parties to the current use through BCC ending in March 2017. BCC commitment to continued film studio use needs to be supported by an appropriate regime of works to deliver repairs and refurbishment. The replacement of the two existing grant agreements by the proposed consolidated agreement will enable the Council to release the provision it holds for the liability to repay the £8.5m grant on Hengrove Park. That amount and the asset value for permanent ownership of TBYS will be payable to HCA contingent on future land sales receipts at Hengrove Park, linking repayment to future outcomes.

Advice given by **Robert Orrett, Service Director – Property**
Date **24 August 2016**

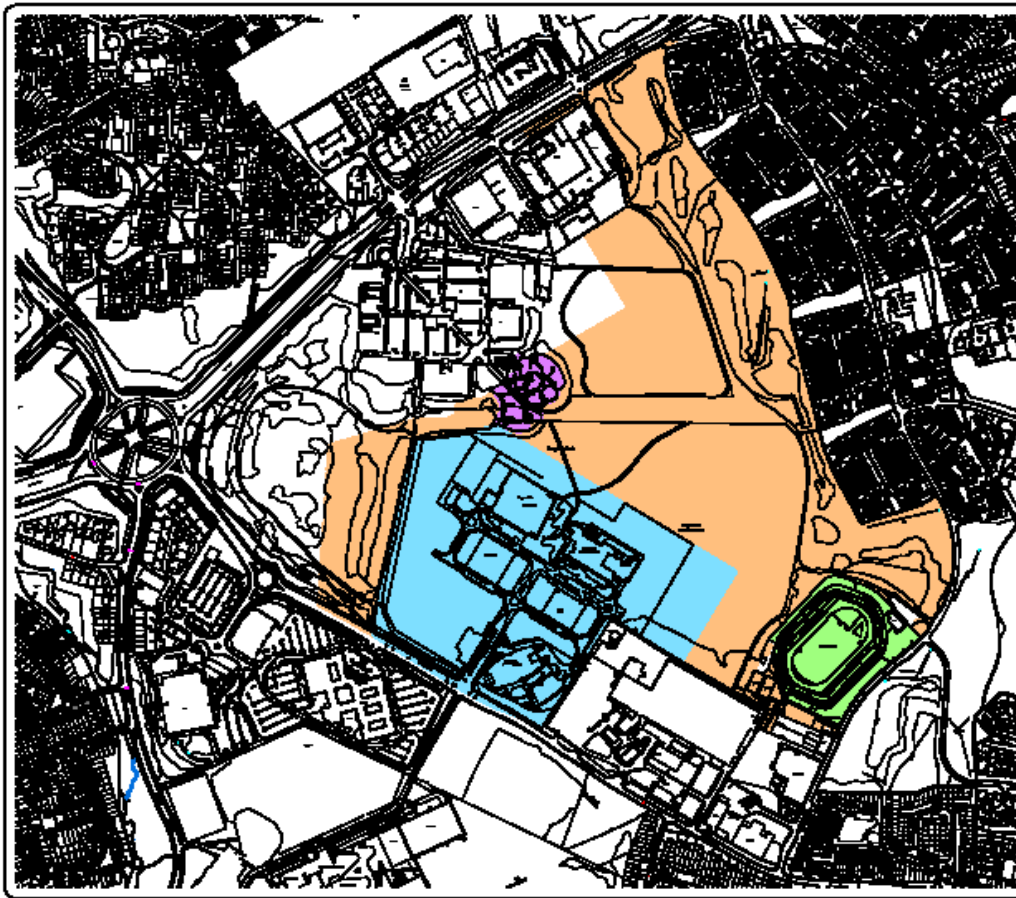
e. Human resources implications:

The City Council delivers its mission on the Bottle Yard site under contract through Purcell Partnership Limited. No staff on site are employees of the Council. A single Project Manager, an employee of the Council, oversees facility management and development on site alongside other projects. The subject proposal would have no impact on the status of that employment.

Advice given by: **Mark Williams, People Business Partner**
Date: **9 August 2016**

Appendices:

Appendix 1 – Site Plan



Various sites at Hengrove Park

- Hengrove Park Phase 1
- Hengrove Park Phase 2 site area
- Whitchurch Athletics Track
- Hengrove Park Children's play area

NOTE: For exact boundary accuracy, please refer to deeds.
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Ordnance Survey 100024985.

We hereby declare to the property of Bristol City Council. All contained property rights including easements and other benefits of the same shall be held on trust for the purposes and subject to the conditions set out in the Deeds and subject to the provisions of the Deeds. Bristol City Council does not warrant that the Deeds are correct copies of the original Deeds. Bristol City Council shall not be liable for any loss or damage (howsoever caused) if shown to differ from the original Deeds.

PROPERTY

Plan No	: N6974a
Prop ID Ref	: 125214 (part)
Polygon Ref	: 103839 (part)
Scale	: NOT TO SCALE
Date	: 10/08/2016


CORPORATE PROPERTY
2nd Floor Blue Wing, Parkside Campus,
Whitchurch Lane, BS16 4 9D
www.bristol.gov.uk



Executive Summary

Report title: Electoral Services specialist printing tender

Wards affected: All

Strategic Director: *Anna Klonowski, Interim Strategic Director, Business Change*

Report Author: Yvonne Dawes, Head of Electoral Services

Recommendation for the Mayor's approval:

- Approve the procurement and tender of the Councils specialist election print services for four years from the 1st December 2016.
- Approve the delegation of the contract decision to the Head of Legal Services.

Key background / detail:

a. Purpose of report: The value of the future contract to 2020 is over £500k and is also over the OJEU limit, and therefore requires Cabinet approval.

b. Key details:

1. A contract must be in place for the provision of Electoral Services print requirements, which require specialist technical printing that is not available in-house.
 2. The current contract is due to expire on 30th November 2016. The contract will be for four years starting on 1st December 2016 and ending on 30th November 2020 with a price review after two years.
 3. The specialist documents which are needed to support Electoral Services include the annual Canvass Household Enquiry forms and Invitations to Register forms, and election postal vote packs, poll cards and ballot papers.
-

Cabinet

4th October 2016



Report Title: Electoral Services specialist printing tender

Ward: All

Strategic Director: *Anna Klonowski, Interim Strategic Director, Business Change*

Report Author: Yvonne Dawes, Head of Electoral Services

Contact telephone no. 0117 9223488

& email address Yvonne.dawes@bristol.gov.uk

Purpose of the report:

Purpose of report: The value of the future Electoral Services specialist print contract to 2020 is over £500k and is also over the Official Journal of the European Union (OJEU) limit, and therefore requires Cabinet approval.

Recommendation for the Mayor's approval:

- 1.** Approve the procurement and tender of the Councils specialist election print services for four years from the 1st December 2016.
- 2.** Approve the delegation of the contract decision to the Head of Legal Services



The proposal:

- 1.1 A contract must be in place for the provision of Electoral Services print requirements, which requires specialist technical printing that is not available in-house.
- 1.2 The current print contract is due to expire on 30th November 2016
- 1.3 The new contract is intended to be procured in an open process under EU regulations. The value of the future print contract to 30 November 2020 is over £500k and is also over the OJEU limit. This means that this contract must be included in the OJEU, the Official Journal of the European Union in which all the tenders and contracts which are issued by government and utility companies over a certain financial threshold are detailed.
- 1.4 The contract term will be four years starting on 1st December 2016 until 30th November 2020 with a price review after 2 years. Scheduled elections and other electoral activities are within the specification; others are unknown at the time of writing. If any ‘snap’ elections are called, these would be required to be undertaken by the contractor within the compressed and statutory delivery timescales and to the price agreed for the volumes.
- 1.5 Typical annual numbers and quantities of documents to support electoral services for printing:

Annual Canvass	–	Household Enquiry Forms = 398,000
Annual Canvass	–	Invitations to Register Forms = 64,000
Postal Vote Packs	–	One piece mailer and ballots inserted=55,000
Poll Cards	–	Typically 4-6 different templates=320,000
Ballot Papers	–	Election/referenda dependent=320,000 -1,200,000
- 1.6 Good practices from the Corporate Print Contract have been included in the tender documents.
- 1.7 Print suppliers working for Electoral Services specialise in Electoral legislation compliance and extracting and manipulating data from bespoke Election Management software.
- 1.8 Their specialist knowledge is developed through involvement with Cabinet Office, Electoral Commission and through software suppliers who work with relevant printers to clarify compliance, and implement legislative change. Different statutes determine the size of ballot papers, and layout for example.
- 1.9 The print suppliers handle sensitive data from the electoral register, which must be held and transferred securely with Electoral Services eg the transfer of ballot paper information through secure portals. Ballot papers include unique identifying marks. The production of postal vote packs and insertions are specialist products.
- 1.10 The print supplier deals with large data sets which include a high number of variables and number sequences. They work with Electoral Services to agreed project plans for all electoral and registration material. Knowledge and understanding of the need to prioritise and ensure compliance, integrity and performance are essential.

Consultation and scrutiny input:

a. Internal consultation:

This procurement and tender process was discussed with the Chair of Scrutiny.

b. External consultation:

None

Other options considered:

Due to the specialist printing required for electoral and registration printing it is not an option to consider a printer with no electoral experience due to the reasons set out in this report.

This could not be included in the Corporate Print Contract due to the timescales involved.

Risk management / assessment:

FIGURE 1

The risks associated with the implementation of the (subject) decision :

No.	RISK Threat to achievement of the key objectives of the report	INHERENT RISK (Before controls)		RISK CONTROL MEASURES Mitigation (ie controls) and Evaluation (ie effectiveness of mitigation).	CURRENT RISK (After controls)		RISK OWNER
		Impact	Probability		Impact	Probability	
1	Failure of external printer to deliver the specification	High	Medium	Contingency plans to include the use of sub-contractors form part of the tender evaluation	Medium	Low	Yvonne Dawes
2	External printer not performing within the remit of the specification	High	Medium	Break clause at year 2	Medium	Low	Yvonne Dawes
3	Number of scheduled elections in 2020	High	Medium	Robust project planning and good communication with the external printer	Medium	Medium	Yvonne Dawes

FIGURE 2

The risks associated with not implementing the (subject) decision:

No.	RISK Threat to achievement of the key objectives of the report	INHERENT RISK (Before controls)		RISK CONTROL MEASURES Mitigation (ie controls) and Evaluation (ie effectiveness of	CURRENT RISK (After controls)		RISK OWNER
		Impact	Probability		Impact	Probability	
1	Current print contract expires and not having a print contract in place	High	Medium	Measures taken to extend current contract before it expires	High	Low	Yvonne Dawes
2	Time table of OJEU can be extended without prior knowledge	High	Medium	Communication with procurement at all stages of the OJEU process to plan for any delay	Medium	Low	Yvonne Dawes

Public sector equality duties:

Before making a decision, section 149 of the Equality Act 2010 requires that each decision-maker considers the need to promote equality for persons with the following “protected characteristics”: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation. Each decision-maker must, therefore, have due regard to the need to:

- i) eliminate discrimination, harassment, victimisation and any other conduct prohibited under the Equality Act 2010.
- ii) advance equality of opportunity between persons who share a relevant protected characteristic and those do not share it. This involves having due regard, in particular, to the need to:
- remove or minimise disadvantage suffered by persons who share a relevant protected characteristic.
 - take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of people who do not share it (in relation to disabled people, this includes, in particular, steps to take account of disabled persons' disabilities);
 - encourage persons who share a protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
- iii) foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to tackle prejudice and promote understanding.

Public sector equality implications:

The specification for this print tender includes a social value element. The contractor will be required to provide a voluntary activity, additional community benefit, support to or collaboration with third sector organizations, use of local resource, community focus, reducing carbon footprint, recycling, support of local initiatives which is of social well-being and benefit to the City of Bristol.

Equality Impact Assessment relevance check has been completed for this proposal. It is not deemed to have any impacts on either staff or service users with protected characteristics and therefore a full Equality Impact Assessment is not required at this stage. Further Relevance checks will be completed at the re-tendering stage to establish whether a full EqIA is required to accompany the retendering process.

Equalities Officer sign-off and date:
Anneke van Eijkern
08/09/2016

Eco impact assessment

The significant impacts of this proposal are...

This tender is for the printing of very large quantities of paper. However the production of electoral registration and election paperwork such as ballot papers, and annual canvass forms are required as prescribed in legislation.

The proposals include the following measures to mitigate the impacts...

- Where it is possible to communicate electronically – such as registering to vote, these options are encouraged to both minimise the use of paper and printing and to minimise expenditure.
- Within the specification it is required that all paper used must be accredited with a Forest Management and Chain of Custody certificate (FSC) which ensures that the paper used has been produced from well-managed forests and /or recycled materials.

The net effects of the proposals will be negative, but mitigated as far as reasonably practicable

Resource and legal implications:**Finance****a. Financial (revenue) implications:**

The total contract value for the 4 years is expected to be in the range of £640k to £760k, which will cover the cost of the printing required for running elections (postal votes, ballot papers etc.) and also for electoral registration. The printing costs will not be incurred equally each year, but as elections occur across the contract period.

Assuming that the elections printing budget is maintained at its current level for the term of the contract, there is sufficient revenue budget to fund this contract.

Advice given by Janet Ditte, Service Manager: Finance Business Support

Date 8th September 2016

b. Financial (capital) implications:

N/A

Advice given by Insert name / job title

Date Insert date

Comments from the Corporate Capital Programme Board:

N/A

c. Legal implications:

Advice given by Insert name / job title

Date Insert

d. Land / property implications:

None

Advice given by Insert name / job title

Date Insert

e. Human resources implications:

None

Guidance:

* Ensure this section is written by / signed off by the relevant HR Business Partner.

Advice given by Insert name / job title

Date Insert

Appendices:

Appendix 1 - Equality Impact Relevance Check

Appendix 2 – Environmental impact checklist

Access to information (background papers):

None

APPENDIX 1



Bristol City Council Equality Impact Relevance Check

This tool will identify the equalities relevance of a proposal, and establish whether a full Equality Impact Assessment will be required. Please read the guidance prior to completing this relevance check.

What is the proposal?	
Name of proposal	Electoral Services specialist printing tender
Please outline the proposal.	The procurement and tender of the council's specialist election print services.
What savings will this proposal achieve?	N/A
Name of Lead Officer	Yvonne Dawes

Could your proposal impact citizens from equalities communities? (This includes service users and the wider community)
Please outline where there may be significant opportunities or positive impacts, and for whom.
This proposal concerns the procurement and tender of the council's election print services. This requires specialist, technical printing which is not available in house. All electoral printing material, where possible, is provided in different formats such as braille, large print and in several different languages by electoral services.
Please outline where there may be significant negative impacts, and for whom.
There will be no change to the service received by the public through the procurement of this contract. Electoral stationery will remain the same as in previous years so no negative impacts are anticipated. Some Disabled people may be disadvantaged by the inability to produce ballot papers in in any other format, however this is due to due to the strict confidentiality rules around voting procedures rather than an inability of the printer.

Could your proposal impact staff from equalities communities? (i.e. reduction in posts, changes to working hours or locations, changes in pay)
Please outline where there may be significant opportunities or positive impacts, and for whom.
Council staff will not affected by this proposal.
Please outline where there may be negative impacts, and for whom.

N/A

Is a full Equality Impact Assessment required?

Does the proposal have the potential to impact on equalities communities in the following ways:

- access to or participation in a service,
- levels of representation in our workforce, or
- reducing quality of life (i.e. health, education, standard of living) ?

Please indicate yes or no. If the answer is yes then a full impact assessment must be carried out. If the answer is no, please provide a justification.

No

Service Director sign-off and date:

Equalities Officer sign-off and date:
Anneke van Eijkern
08/09/2016

APPENDIX 2

Eco Impact Checklist

Title of report: Electoral Services specialist printing tender				
Report author: Yvonne Dawes				
Anticipated date of key decision 4 th October 2016				
Summary of proposals: Approve the procurement and tender of the Councils specialist election print services for four years from the 1st December 2016 and the delegation of the contract decision to the Head of Legal Services.				
Will the proposal impact on...	Yes/ No	+ive or -ive	If Yes...	
			Briefly describe impact	Briefly describe Mitigation measures
Emission of Climate Changing Gases?	Yes	-ve	Emissions arising from energy and fuel use during printing and delivery.	Copy of an environmental method statement covering measures to manage energy, fuel, water and paper consumption, sustainable transport measures, with targets and reporting, monitoring and measurement systems.
Bristol's resilience to the effects of climate change?	No			
Consumption of non-renewable resources?	Yes	-ve	Vehicle fuels. Part of standard UK electricity mix (coal, gas and oil).	See mitigation for 'Emission of Climate Changing Gases'
Production, recycling or disposal of waste	Yes	-ve	Waste from trimming, misprints, boxes and other containers, worn out or damaged printing plates.	Copy of waste management plan, covering compliance with the waste hierarchy and provision of monitoring data against targets.
The appearance of the city?	No			
Pollution to land, water, or air?	Yes	-ve	VOCs from inks, cleaning solvents and alcohols, metals and other pollutants in waste water	Copy of an environmental method statement to covering measures to reduce pollution, including whether the paper sourced is bleached during manufacture. Evidence of compliance with air quality and trade effluent law (registration

				with air quality regulator, supply copy of relevant trade effluent discharge consent(s), effluent compliance testing. Declaration of any breaches of environmental law, along with details of the response to any breaches.
Wildlife and habitats?	Yes	-ve or +ve	Logging can degrade habitats, but good forest management can enhance them.	Paper to be either accredited with FSC certificate or recycled.

Consulted with:

Summary of impacts and Mitigation - to go into the main Cabinet/ Council Report

The significant impacts of this proposal are...

The format and volume of printing cannot be changed, because electoral paperwork is prescribed by legislation. The high volumes of paper used could affect habitats through logging, energy, water and chemical use through papermaking and printing, air and water pollution and waste through papermaking and printing and fuel and congestion through delivery.

The proposals include the following measures to mitigate the impacts...

- Where it is possible to communicate electronically – such as registering to vote, these options are encouraged to both minimise the use of paper and printing and to minimise expenditure.
- Within the specification it is required that all paper used must be either recycled, or accredited or with a Forest Management and Chain of Custody certificate (FSC) which ensures that the paper used has been produced from well-managed forests and /or recycled materials.
- Bidders will submit an environmental method statement detailing their proposals to minimise harmful impacts associated with logging, papermaking, printing and delivery. They will also submit evidence of compliance with relevant environmental permitting legislation. Sourcing of paper not bleached using chlorine is preferred.

The net effects of the proposals will be negative, but mitigated as far as reasonably practicable.

Checklist completed by:

Name:	Giles Liddell
Dept.:	Energy Service - Place
Extension:	24659
Date:	08/09/2016
Verified by Environmental Performance Team	Steve Ransom

Cabinet

4 October 2016



Report Title: *Treasury Management Annual Report 2015/16*

Ward: *City-Wide*

Strategic Director: *Anna Klonowski – Interim Strategic Director – Business Change*

Report Author: *Annabel Scholes: Interim Service Director: Finance & S.151 Officer*

Contact telephone no. & email address *0117 3521289
Annabel.scholes@bristol.gov.uk*

Purpose of the report:

Under the CIPFA Code of Practice on Treasury Management (the Code) the Section 151 Officer is required to produce an outturn report on activities in the year to account for how the Strategy set at the start of the year has been implemented. This report meets the requirements of both the Code and the CIPFA Prudential Code for Capital Finance in Local Authorities (the Prudential Code).

Recommendation for the Mayor's approval:

That the Treasury Management annual report for 2015/16 is noted

The proposal:

Background

1. The Council's treasury management activity is underpinned by CIPFA's Code of Practice on Treasury Management (the Code), which requires local authorities to produce annually Prudential Indicators and a Treasury Management Strategy Statement on the likely financing and investment activity. The Code also requires reports to full Council mid-year and after the year end.
2. The Code also requires the Council to nominate one of its Committees to have responsibility for scrutiny of its treasury management strategy, policy and activity. Council has delegated that responsibility to the Audit Committee. Overall responsibility for treasury management remains with the Council. No treasury management activity is without risk; the effective identification and management of risk are integral to the Council's treasury management objectives.
3. Treasury management is defined as:

"The management of the local authority's investments and cash flows, its banking, money market and capital market transactions; the effective control of the risks associated with those activities; and the pursuit of optimum performance consistent with those risks."

Economic Background for 2015/16

4. Market expectations for the first increase in Bank Rate moved considerably during 2015/16, starting at quarter 3 2015 but soon moving back to quarter 1 2016. However, by the end of the year, market expectations had moved back radically to quarter 2 2018 due to many fears including concerns that China's economic growth; the potential destabilisation of some emerging market countries particularly exposed to the Chinese economic slowdown; and the continuation of the collapse in oil prices during 2015 together with continuing Eurozone growth uncertainties.
5. These concerns have caused sharp market volatility in equity prices during the year with corresponding impacts on bond prices and bond yields due to safe haven flows. Bank Rate, therefore, remained unchanged at 0.5% for the seventh successive year. Economic growth (GDP) in 2015/16 has been disappointing with growth falling steadily from an annual rate of 2.9% in quarter 1 2015 to 2.1% in quarter 4.
6. The sharp volatility in equity markets during the year was reflected in sharp volatility in bond yields. However, the overall dominant trend in bond yields since July 2015 has been for yields to fall to historically low levels as forecasts for inflation have repeatedly been revised downwards and expectations of increases in central rates have been pushed back. In addition, a notable trend in the year was that several central banks introduced negative interest rates as a measure to stimulate the creation of credit and hence economic growth.
7. The ECB commenced a large quantitative easing programme of purchases of Eurozone government and other bonds starting in March at €60bn per month. This put downward pressure on Eurozone bond yields. There was a further increase in

this programme of QE in December 2015.

8. In the US, the economy has continued to grow due to consumer demand. The first increase in the central rate occurred in December 2015 since when there has been a return to caution as to the speed of further increases due to concerns around the risks to world growth.
9. The UK elected a majority Conservative Government in May 2015, removing one potential concern but introducing another due to the promise of a referendum on the UK remaining part of the EU. The government maintained its tight fiscal policy stance but the more recent downturn in expectations for economic growth has made it more difficult to return the public sector net borrowing to a balanced annual position within the period of this parliament.

Treasury position as at 31 March 2016

10. The table below indicates the balance of borrowing and investments at the beginning and end of the year:

	31 March 2015		31 March 2016	
	£m	Rate%	£m	Rate%
Long Term Debt (fixed rates) - PWLB	292	5.09	292	5.09
Long Term Debt (fixed rates) – Market	123	4.14	123	4.14
Short Term Borrowing	-	-	2	0.55
Total borrowing	415	4.76	417	4.81
Investments	191	0.69	146	0.63
Net Borrowing Position	224		271	

11. The total borrowing excludes accrued interest of £5m (£5m at 31/3/15) and the outstanding finance on PFI and service contracts leases of £152m at 31 March 2016 (£161m at 31/3/15).
12. During the year the authority borrowed £2m @ 0.55% overnight (31st March 2016) to meet planned financial obligations.
13. The authority also has long term service investments valued at £26m (cost £10m) primarily relating to the equity investment within the Bristol Port and Bristol Holdings Companies.

Long Term Borrowing – Strategy and outturn

14. The 2015–2018 Treasury Strategy (approved 17th February 2015) identified a medium term borrowing requirement of £150m to support the existing and future Capital Programme with the debt servicing costs predominately met from revenue savings from capital investment. The £150m was planned to be borrowed equally in 2015/16 (£75m) and 2016/17 (£75m).
15. The Council’s Strategy is to defer borrowing while it has significant levels of cash balances (£146m at March 2016). Deferring borrowing will reduce the “net” revenue interest cost of the Authority as well as reducing the Councils exposure to counter party

risk for its investments. The Council recognises that utilising investments in lieu of borrowing clearly has a finite duration and that future borrowing may be required to support capital expenditure (see 2015/16 Treasury Management Strategy approved by Council 17th February 2015).

https://democracy.bristol.gov.uk/Data/Full%20Council/201502171400/Agenda/0217_5.pdf

16. Borrowing activity in year was in accordance with the Strategy approved at the beginning of the year:

- **Borrowing** – No new long term borrowing was undertaken in 2015/16, as the authority maintained higher levels of investments than originally anticipated for a variety of reasons including the time taken to progress capital schemes where the source of financing is external borrowing. The authority did borrow £2m @ 0.55% overnight (31st March 2016) to meet planned financial obligations.
- **Rescheduling** – No debt rescheduling activity was undertaken in 2015/16.
- **Repayment** – No debt which matured within the period.

Annual Investment Strategy and Outturn

17. Bank Rate remained at its historic low of 0.5% throughout the year; it has now remained unchanged for seven years. Market expectations as to the timing of the start of monetary tightening was originally quarter 3 of 2015 but this has since changed to monetary loosening, first reduction expected in quarter 3 2016. Monetary tightening is then expected in quarter 2 2018. Deposit rates remained depressed during the whole of the year.

18. Security of capital remained the Council's main investment objective. This was maintained by following the Council's policy for assessing institutions to which the council might lend. This policy sets out the approach for choosing investment counterparties, and is based on credit ratings provided by the three main credit rating agencies supplemented by additional market data (such as rating outlooks, credit default swaps, bank share prices etc.).

19. Investments held by the Council - the Council maintained an average balance of £245m (£248m 2014/15) of internally managed funds. The internally managed funds received an average return of 0.63% (0.69% 2014/15). The comparable performance indicator is the average 7-day LIBID rate, which was 0.36%.

Compliance with Treasury Limits and Treasury Related Prudential Indicators

20. The Council can confirm that:

- All treasury related transactions were undertaken by authorised officers and within the limits and parameters approved by the Council;

- All investments were to counterparties on the approved lending list
- The Council operated within the Prudential Indicators within Appendix 1.

Performance Indicators set for 2015/16

21. One of the key requirements in the Code is the formal introduction of performance measurement relating to investments, debt, and capital financing activities. Whilst investment performance criteria have been well developed and universally accepted, debt performance indicators continue to be a more problematic area with the traditional average portfolio rate of interest acting as the main guide. The Council's performance indicators were set out in the Annual Treasury Management Strategy.

22. The following performance indicators have been set:

- Average rate of borrowing for the year compared to average available - £2m was borrowed overnight (short-term borrowing) at 0.55% compared to average overnight borrowing rates for the year of 0.48%. The margin reflects the timing of borrowing where there is increased demand.
- No long-term borrowing was undertaken in 2015/16. The target rate for the year is 25 year PWLB, the annual average for the year was 3.55%
- Debt – Average rate movement year on year
- Pool rate in 2014/15: 4.81 %
- Pool rate in 2015/16: 4.81%
- Investments – Internal returns above the 7 day LIBID rate
- Average rate for the year 0.63% vs. annual average 7 day LIBID of 0.36%

Consultation and scrutiny input

23. The report does not require any internal consultation to be undertaken. The report has been discussed with the Council's external treasury management advisers.

Risk Assessment

24. The principal risks associated with treasury management are:

- The risk of loss as a result of failure of counterparties
- This is mitigated by limiting the types of investment instruments used, setting lending criteria for counterparties, and limiting the extent of exposure to individual counterparties;
- The risk of loss as a result of borrowing at high rates of interest/lending at low rates of interest
- This is mitigated by planning and undertaking borrowing and lending in the light of assessments of future interest rate movements, and by undertaking most long term borrowing at fixed rates of interest (to reduce the volatility of capital financing costs).

Public sector equality duties:

25. There are no proposals in this report, which require either a statement as to the relevance of public sector equality duties or an Equalities Impact Assessment.

Environmental checklist / eco impact assessment

26. There are no proposals in this report which have environmental impacts

Legal and Resource Implications

27. Legal- the Council is under a duty to manage its resources prudently and therefore due consideration must always be given to its borrowing and lending strategy. A wide range of local authority financial activities, including borrowing, lending, financial management, and the approval of types of investment vehicle are governed by legislation and various regulations. The Council is obliged to comply with these.

Legal advice provided by Shahzia Daya

Financial

(a) Revenue

28. The financing costs arising from planned borrowing are provided for in the revenue budget and medium term financial plan.

Advice given by Jon Clayton (Principal Accountant)

(b) Capital

29. There is no direct capital investment implications contained within this report.

Land

30. There are no direct implications for this report.

Personnel

31. There are no direct implications for this report.

Appendices:

Appendix 1: Treasury Management Annual Report 2015/16

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

Background Papers:

32. Treasury Management Strategy 2015/16

https://democracy.bristol.gov.uk/Data/Full%20Council/201502171400/Agenda/0217_5.pdf

Appendix 1

Annual Report on the Treasury Management Service 2015/16 (Incorporating Outturn Prudential Indicators)

Introduction

1. This report summarises:

- The capital activity during the year
- What resources the Council applied to pay for this activity;
- The impact of this activity on the Council's underlying indebtedness (the Capital Financing Requirement);
- The reporting of the required prudential indicators;
- Overall treasury position identifying how the Council has borrowed in relation to this indebtedness, and the impact on investment balances;
- A summary of interest rate movements in the year;
- The detailed debt activity;
- The detailed investment activity;
- Local Issues

The Council's Capital Expenditure and Financing 2015/16

2. The Council undertakes capital expenditure to invest in the acquisition and enhancement of long-term assets. These activities may either be:

- Financed immediately through the application of capital or revenue resources (capital receipts, capital grants, revenue contributions etc.), which has no resultant impact on the Council's borrowing need; or
- If insufficient financing is available, or a decision is taken not to apply resources, the capital expenditure will give rise to a borrowing need.

3. The actual capital expenditure forms one of the required prudential indicators. The table below shows the actual capital expenditure and how this was financed.

	2014/15 Actual £m	2015/16 Original Budget £m	2015/16 Final Budget £m	2015/16 Actual £m
Non-HRA capital expenditure	137	158	193	157
HRA capital expenditure	32	52	48	43
Total capital expenditure	169	210	241	200
Resourced by:				
Capital receipts	15	10	15	18
Capital grants	71	56	75	76
HRA Self Financing	30	31	37	37
Prudential borrowing	47	97	84	39
Revenue	6	16	30	30
Total Resources	169	210	241	200

The Council's Overall Borrowing Need

4. The Council's underlying need to borrow is called the Capital Financing Requirement (CFR). This figure is a gauge of the Council's debt position. It represents 2015/16 and prior years' net capital expenditure that has not yet been paid for by revenue or other resources.
5. Part of the Council's treasury activities is to address this borrowing need, either through borrowing from external bodies, or utilising temporary cash resources within the Council.
6. Reducing the CFR – Whilst under treasury management arrangements actual debt can be borrowed or repaid at any time within the confines of the annual treasury strategy, the Council is required to make an annual revenue charge to reduce the CFR – effectively a repayment of the Non-Housing Revenue Account (HRA) borrowing need. There is no statutory requirement to reduce the HRA CFR.
7. This statutory revenue charge is called the Minimum Revenue Provision - MRP. The total CFR can also be reduced by:
- the application of additional capital resources (such as unapplied capital receipts); or
 - charging more than the statutory revenue charge (MRP) each year through a Voluntary Revenue Provision (VRP).

8. The Council's 2015/16 MRP Policy (as required by CLG Guidance) was approved on 17th February 2015.
9. The Council's CFR for the year is shown below, and represents a key prudential indicator. Accounting rule changes in previous years has meant that PFI schemes are now included on the balance sheet, which increases the Council's borrowing need, the CFR. No borrowing is actually required against these schemes as a borrowing facility is included in the contract.

CFR	General Fund 31 March 2015 Actual £m	General Fund 31 March 2016 Actual £m	HRA 31 March 2015 Actual £m	HRA 31 March 2016 Actual £m	Total CFR 31 March 2016 Actual £m
Opening balance	439	470	245	245	715
Add unfinanced capital expenditure (as above)	47	39	-	-	39
Less MRP/VRP	(10)	(11)	-	-	(11)
Less PFI & finance lease repayments	(6)	(9)	-	-	(9)
Closing balance	470	489	245	245	734

Treasury Position at 31 March 2016

10. Whilst the Council's gauge of its underlying need to borrow is the CFR, Finance can manage the Council's actual borrowing position by either:
- Borrowing to the CFR; or
 - Choosing to utilise some temporary internal cash flow funds in lieu of borrowing or
 - Borrowing for future increases in the CFR (borrowing in advance of need).

11. The figures in this report are based on the principal amounts borrowed and invested and so may differ from those in the final accounts by items such as accrued interest.

	31 March 2015		31 March 2016	
	Principal £m	Average Rate%	Principal £m	Average Rate%
Fixed Interest Rate Debt	415	4.81	417	4.81
Variable Interest Rate Debt	-	-	-	-
PFI & embedded leases	161	-	152	-
Total Debt	576	4.81	569	4.81
Debt administered of behalf of Unitary Authorities (Ex Avon Debt)	(50)	-	(48)	-
Revised Debt	526	4.81	521	4.81
Capital Financing Requirement	715		734	
Over/(Under) borrowing	(189)		(213)	
Investment position				
Investments (Fixed & Call)	191	0.69	146	0.63
Net borrowing position (excl leasing arrangements)	224	-	271	-

12. The fixed Interest rate debt is apportioned between the General Fund and HRA as set out in the table below.

Fixed Interest Rate Debt	31 March 2015 £m		31 March 2016 £m	
	Principal £m	Average Rate%	Principal £m	Average Rate%
General Fund	175	4.98	177	4.98
HRA	240	4.69	240	4.69
Total	415	4.81	417	4.81

13. The maturity structure of the debt portfolio (excluding accrued interest) was as follows:

	Approved Min Limit%	Approved Max Limit%	31 March 2015		31 March 2016	
			Actual £m	%	Actual £m	%
Under 12 Months	0	20	-	0.0	2	0.5
1 to 2 years	0	20	-	0.0	-	0.0
2 to 5 years	0	40	3	0.7	3	0.7
5 to 10 years	0	40	15	3.6	20	4.8
10 years and over	25	100	397	95.7	392	94.0
Total			415	100	417	100

14. The authority borrowing strategy is to delay borrowing and use its existing resources to support the Capital Programme to reduce its exposure to counterparty risk and the net interest cost of the authority. Therefore the authority has not undertaken any new borrowing during the year.

Prudential Indicators and Compliance Issues

15. Some of the prudential indicators provide either an overview or specific limits on treasury activity. These are shown below:

16. **Net Borrowing and the CFR** - In order to ensure that borrowing levels are prudent over the medium term the Council's external borrowing, net of investments, must only be for a capital purpose. The table below highlights the Council's net borrowing position against the CFR. The Council has complied with this prudential indicator.

	31 March 2015 Actual £m	31 March 2016 Actual £m
Net borrowing position	224	271
CFR (excluding PFI)	554	582

17. **The Authorised Limit** - The Authorised Limit is the "Affordable Borrowing Limit" required by S3 of the Local Government Act 2003. Once agreed the authorised limit cannot be breached. The Council does not have the power to borrow above this level. The table below demonstrates that during 2015/16 the Council has maintained gross borrowing within its Authorised Limit.

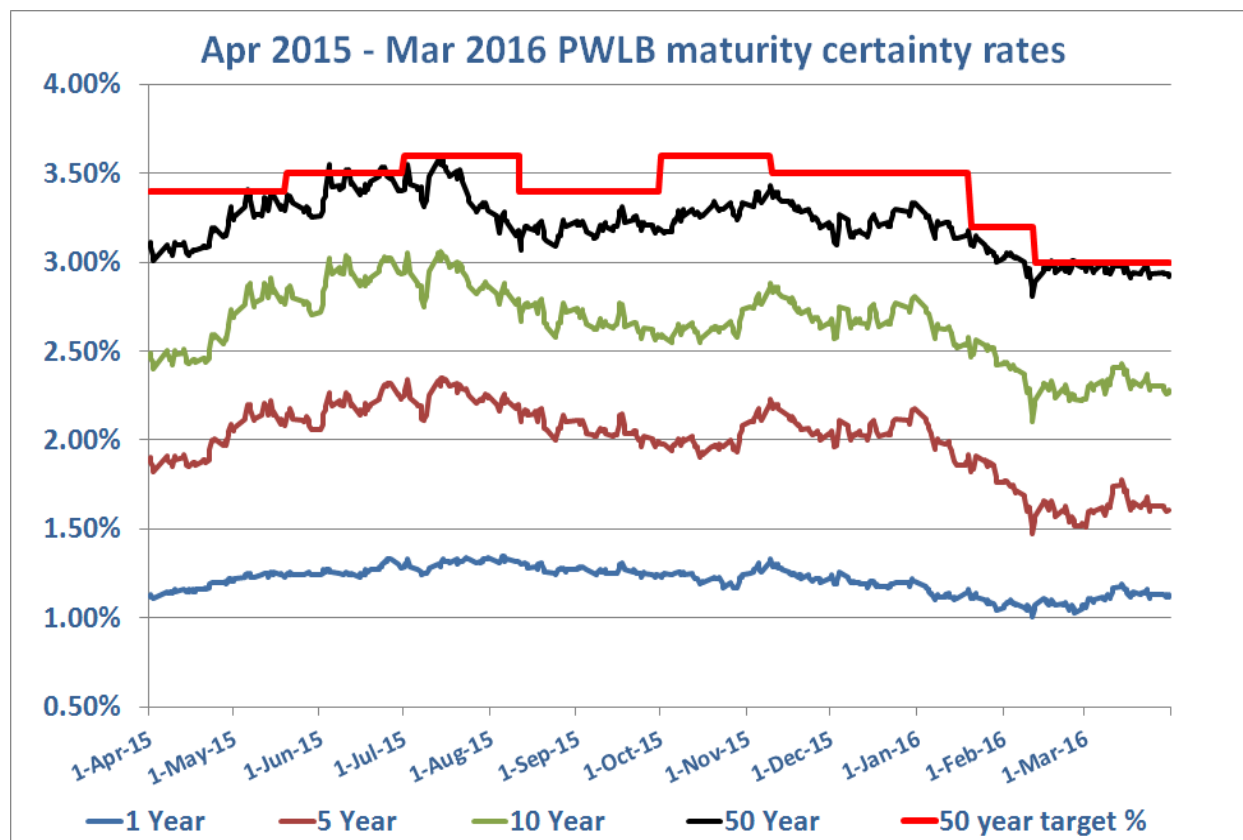
18. **The Operational Boundary** – The Operational Boundary is the expected borrowing position of the Council during the year. Periods where the actual position is either below or over the Boundary is acceptable subject to the Authorised Limit not being breached.

19. **Actual financing costs as a proportion of net revenue stream** - This indicator identifies the cost of capital (borrowing and other long term obligation costs net of investment income) against the net revenue stream.

	2015/16 £m
Authorised Limit	810
Operational Boundary	651
Average gross borrowing position (including PFI)	569
Financing costs as a proportion of net revenue stream:	
General Fund	8.63%
HRA	8.68%

Borrowing Rates in 2015/16

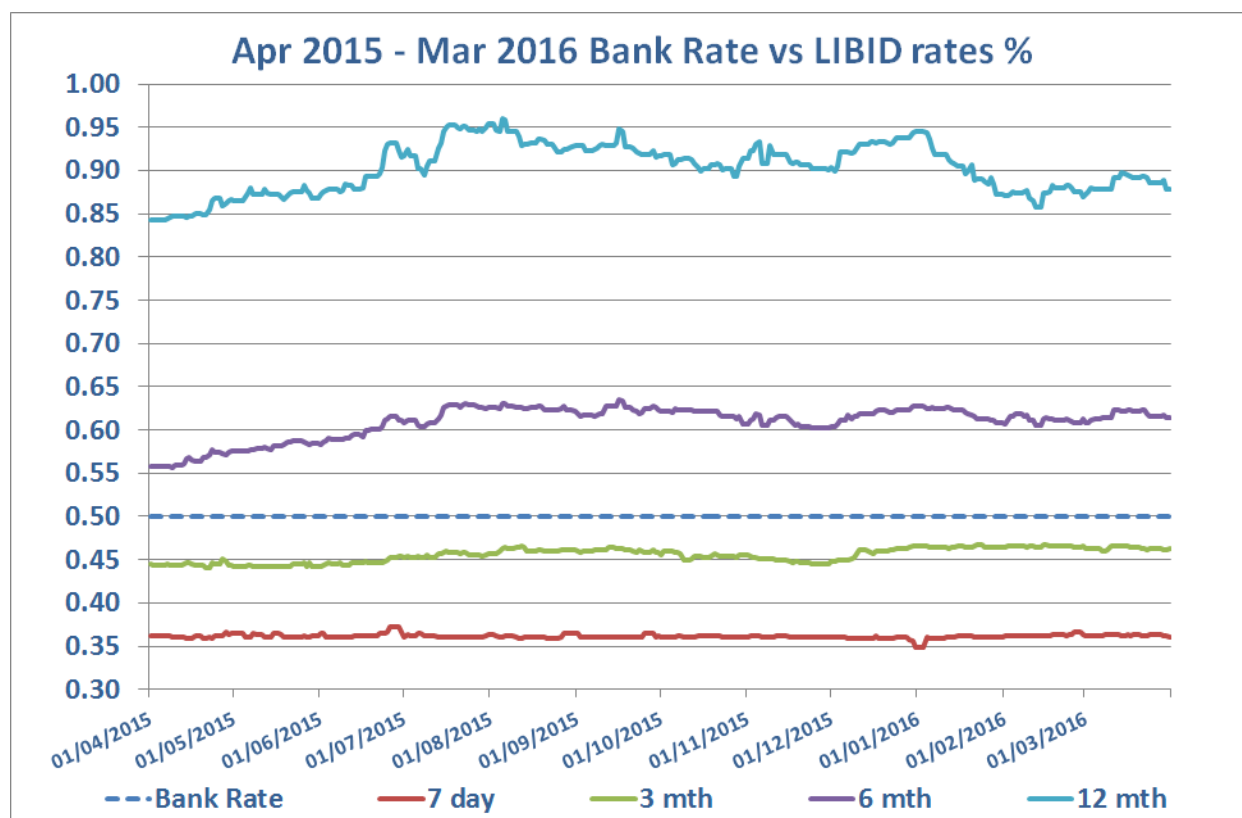
20. PWLB borrowing rates - the graph below shows how PWLB certainty rates have fluctuated throughout the year falling to their historically low levels.



21. **Summary of Debt Transactions** – The overall position of the debt activity remains unchanged as no activity was undertaken during the year. The average rate of interest for long term borrowing is 4.81%.

Investment Rates in 2015/16

22. Bank Rate remained at its historic low of 0.5% throughout the year; it has now remained unchanged for seven years. Market expectations as to the timing of the start of monetary tightening started the year at quarter 3 2015 but then moved back to around quarter 1 2016 by the end of the year. Monetary policy has since loosened, first reduction expected in quarter 3 2016, with monetary tightening returning in quarter 2 2018. Deposit rates remained depressed during the whole of the year, primarily due to the effects of the Funding for Lending Scheme and due to the continuing weak expectations as to when Bank Rate would start rising.



23. The Council's investment policy is governed by CLG guidance, which has been implemented in the annual investment strategy approved by the Council on 17th February 2015. This policy sets out the approach for choosing investment counterparties, and is based on credit ratings provided by the three main credit rating agencies supplemented by additional market data (such as rating outlooks, credit default swaps, bank share prices etc.). The investment activity during the year conformed to the approved strategy, and the Council had no liquidity difficulties.

Local Issues

24. **Ethical Investment Policy-** The Ethical Investment Policy was approved by Cabinet on 15th December 2011. There are no breaches to report.

Regulatory Framework, Risk and Performance

25. The Council's treasury management activities are regulated by a variety of professional codes and statutes and guidance:

- The Local Government Act 2003 (the Act), which provides the powers to borrow and invest as well as providing controls and limits on this activity;
- The Act permits the Secretary of State to set limits either on the Council or nationally on all local authorities restricting the amount of borrowing which may be undertaken (although no restrictions have been made);
- Statutory Instrument (SI) 3146 2003, as amended, develops the controls and powers within the Act;
- The SI requires the Council to undertake any borrowing activity with regard to the CIPFA Prudential Code for Capital Finance in Local Authorities;
- The SI also requires the Council to operate the overall treasury function with regard to the CIPFA Code of Practice for Treasury Management in the Public Services;
- Under the Act the CLG has issued Investment Guidance to structure and regulate the Council's investment activities.
- Under section 238(2) of the Local Government and Public Involvement in Health Act 2007 the Secretary of State has taken powers to issue guidance on accounting practices. Guidance on Minimum Revenue Provision was issued under this section on 8th November 2007.

26. The Council has complied with all of the above relevant statutory and regulatory requirements which require the Council to identify and, where possible, quantify the levels of risk associated with its treasury management activities. In particular its adoption and implementation of both the Prudential Code and the Code of Practice for Treasury Management means both that its capital expenditure is prudent, affordable and sustainable, and its treasury practices demonstrate a low risk approach.

27. The Council has ensured that the principles of security, liquidity and yield have been adhered to within the treasury operation. This implies that the safeguarding of the principal investment with a suitable counterparty remains the Council's highest priority followed by liquidity (i.e. ease of access to the principal amount deposited) and yield (i.e. return) on investment.

CABINET – 4 October 2016

EXECUTIVE SUMMARY OF AGENDA ITEM 14

Report title: Period 4 (end of July 2016) Finance Report

Wards affected: All

Strategic Director: Anna Klonowski

Report Author: Annabel Scholes: Interim Service Director: Finance & S.151 Officer

RECOMMENDATION for the Mayor's approval:

It is recommended that the Mayor:

1. Notes the contents of the Report and in particular the seriousness of the General Fund financial position of £32.8m forecast outturn deficit, as at the end of July 2016. This represents an increase to the deficit of £3.7m from end of June forecast;
2. And Cabinet where appropriate, continue to work with Officers in undertaking mitigating actions to bring the General Fund position closer to balance, in particular endorsing the actions to be led by the Interim Chief Executive, Interim Service Director: Finance and Strategic Leadership Team set out at paragraph 10;
3. And Cabinet to note the total movement in the Capital Programme of £24.4m, including slippage of £18.8m from 2016/17 to 2017/18, as detailed in paragraph 30 and Table 6.

Key background / detail:

1. To provide a progress report on the Council's overall financial performance against revenue and capital budgets for the 2016/17 financial year that were approved by Council on the 16th February 2016. The report focuses on significant variances to meeting the budget in 2016/17 in order to take timely actions to deliver a balanced position at year end.

Key details:

2. Key messages from the Period 4 Budget Monitoring:

The Council is in a serious financial position forecasting a General Fund revenue position of £32.8m outturn deficit before further mitigating actions or use of reserves. This represents an increase to the deficit of £3.7m from end of June forecast. This must be addressed now to ensure that we end the financial year in a balanced position and avoid unnecessarily making the financial challenges in future years larger.

The increase deficit arises from a combination of social care pressures and ongoing validation of savings identified within the 2016/17 financial year, which have reduced the savings total considered deliverable.

As outlined in the Quarter 1 report, the interim Chief Executive has put in place a number of activities which should bring the position closer to balance but, as yet it is too early to quantify the impact. Therefore, the financial impact of these activities is not reflected in the general fund revenue forecast for Period 4. This will be updated in future reports (see paragraph 10).

Capital spending in year is forecast to be £273.5m compared to a current budget of £270.3m. The budget changes mainly arise from 2016/17 capital programme slippage to 2017/18. The transfer of the projects within Bristol Futures to the Business Change Directorate in 2016/17 should also be noted.

**BRISTOL CITY COUNCIL
CABINET
4th October 2016**

REPORT TITLE: Period 4 (end of July 2016) Finance Report

Ward(s) affected by this report: All

Strategic Director: Anna Klonowski

Report Author: Annabel Scholes (Interim Service Director – Finance & S.151 Officer)

Contact telephone no. & e-mail address: 0117 9222419
annabel.scholes@bristol.gov.uk

Purpose of the report:

To provide a progress report on the Council's overall financial performance, including against the approved revenue and capital budgets for the 2016/17 financial year that were approved by Council on the 16th February 2016.

RECOMMENDATION for the Mayor's approval:

It is recommended that the Mayor:

1. Notes the contents of the Report and in particular the seriousness of the General Fund financial position of £32.8m forecast outturn deficit. This represents an increase to the deficit of £3.7m from end of June forecast;
2. And Cabinet where appropriate, continue to work with the Officers in undertaking mitigating actions to bring the General Fund position closer to balance, in particular endorsing the actions to be led by the Interim Chief Executive, Interim Service Director: Finance and Strategic Leadership Team set out at paragraph 10;
3. And Cabinet to note the total movement in the Capital Programme of £24.4m, including slippage of £18.8m from 2016/17 to 2017/18, as detailed in paragraph 30 and Table 6.

Background

1. The Report provides information and analysis on the Council's financial performance and use of resources to the end of Period 4 of 2016/17. Council set its budget for 2016/17 on 16th February 2016. The report focuses on forecast variances to meeting the budget in 2016/17 in order to take timely actions to deliver a balanced position at year end.
2. The Council is in a serious financial position forecasting a General Fund revenue position of £32.8m outturn deficit before further mitigating actions or use of reserves.

This must be addressed now to ensure that we end the financial year in a balanced position and avoid unnecessarily making the financial challenges in future years larger.

3. The increase deficit arises from a combination of social care pressures and ongoing validation of savings identified within the 2016/17 financial year, which have reduced the savings total considered deliverable.
4. The interim Chief Executive has put in place a number of activities which should bring the position closer to balance but, as yet it is too early to quantify the impact. The forecast does not include the financial impact of these actions, which will be updated in future reports (see paragraph 10). Until these key activities are completed, there continues to be a risk that the forecast outturn will worsen.
5. Future reports will include recommendations on mitigating actions, where required.
6. As explained in the Quarter 1 Finance Report, some service areas have moved between directorates. The whole of Housing Services is now included in Neighbourhoods and Bristol Futures has transferred to Business Change, which has resulted in movements in their gross and net revenue budgets.

A - Revenue Expenditure

7. The Council's overall annual revenue spend is managed across a number of areas:
 - a. The General Fund with a net budget of £345.4m, providing revenue funding for the majority of the Council's services:
 - b. The Dedicated Schools Grant (DSG) (£176.8m in 2016/17), which is ring-fenced for schools funding, overseen by the Schools' Forum, and managed within the People Directorate;
 - c. Public Health, a ring-fenced grant of £36.2m in 2016/17, must be spent to support the delivery of the Public Health Outcomes Framework and is managed within Neighbourhoods.
 - d. The Housing Revenue Account (HRA) of £152.7m gross spend in 2016/17, is reported separately to the general fund, and is managed within Neighbourhoods;
8. Each area represents a significant element of the Council's overall revenue expenditure. Further details of the current spend position against budget is provided in the remainder of this section.

General Fund

9. Table 1 provides a summary of how each directorate is performing against the general fund revenue budget for the 2016/17 financial year. Actions are in progress and further actions are being identified to manage and mitigate the identified budget pressures and risks. The Interim Chief Executive, Strategic and Service Directors are actively identifying proposals to minimise the gap, with all budget holders ensuring the forecasting is as accurate as possible.
10. Given the scale of the forecast outturn deficit, officers have established a series of workstreams designed to reduce the deficit including, but not limited to:

- A review of the capital programme, see section D;
- A voluntary severance programme, being implemented through September 2016;
- Technical accounting adjustments;
- Capital disposals programme;
- Reduction in non-essential expenditure;
- Review of income;
- Assurance on the validity of expenditure e.g. utility bills, VAT and procurement (including contracts);
- Vacancy freeze;
- Review of all agency spend;
- Series of detailed savings and budget review meetings with the Interim Chief Executive, Interim Service Director: Finance and Strategic and Service Directors to identify further mitigations, due to commence week beginning 26th September.

Further updates will be included in future finance reports.

11. The following forecasts are based on actual expenditure to the end of July 2016 and Budget Managers' estimates of future spending for the rest of the financial year, as approved by each DLT. The net overall forecast outturn of £32.8m represents 9.5% of the General Fund net revenue budget.

12. The following table provides a summary of the general fund revenue position at directorate level. A more detailed analysis is provided at Appendix A.

Table 1: General Fund Forecast Net Expenditure

General Fund Revenue Budgets - Period 4	Net Budget	Forecast Outturn	Forecast Outturn Variance (Under)/Over Spend
Directorate	£m	£m	£m
People	206.7	219.0	12.4
Place	18.1	26.7	8.6
Neighbourhoods	70.0	69.0	-0.9
Business Change	32.3	36.1	3.8
City Director	3.0	3.0	0.0
Corporate Savings Programme (Net Budget)	-12.8	2.5	15.3
SUB TOTAL – SPENDING ON SERVICES	317.2	356.3	39.1
Other Budgets *	28.2	21.9	-6.3
TOTAL	345.4	378.2	32.8

*Other Budgets includes capital financing & borrowing costs, un-apportioned central overheads and contingencies.

13. The following sections provide more detail of the main variances and any mitigating actions being proposed.

13.1 People Directorate - £12.4m Pressure

2016/17 Budget	Gross Expenditure £m	Gross Income £m	Net Revenue Budget £m
People Directorate	455.3	(248.6)	206.7

The major areas of identified pressures within the People Directorate are within Social Care. The reported position of £12.4m is after mitigating actions identified through the corporate workstreams of £1.9m, have been taken into account and represents a £1.7m increase since quarter 1, which is mostly in the area of Care & Support Adults.

Care & Support Adults - £5.8m Pressure:

There continues to be significant pressures from demographic growth in demand for services. This is due to the increasing numbers of frail older people, people living longer with dementia and increasingly people living longer with lifelong conditions which require significant input from health and social care services. The Care Act 2014, which came into force in April 2015, has led to significant increase in demand. The Care Act placed a duty on Councils to offer carers an assessment of their need, which changed previous legislation where carers had a right to ask for an assessment. There is some evidence that adult social care is managing demand.

There has been particular pressure on the residential and nursing care budgets, which has manifest itself in Period 4.

The performance reports indicate that there were 51 "new placements". However, there were 21 service users previously in receipt of home care, so an increase in forecast due to more expensive setting. 12 of the new placements were made prior to Period 4, being authorised in July which showed as a new placement in that period. There were a total of 26 new placements in month. Some of the rationale for this is set out below, though it is known that 26 new placements in a month is high.

Two nursing care homes changed - one closed and one reregistered to provide only standard residential. This has meant that we have had to re-provide some 40 nursing home beds - at additional costs.

Forecast placement cost has increased and lack of alternatives has meant that providers are asking for higher fees. Specifically, People With Dementia (PWD) Nursing placements are regularly quoting £1,000 pw or above and there are no suitable alternatives available due to lack of capacity. Currently there are 3 dementia beds available from providers with whom we contract.

PWD Nursing requesting one to one support on top of fees, usually due to risky / threatening behaviours. Providers are known to serve notice, which is a challenge as we do not have capacity to move people to. These scenarios require a great deal of negotiation and challenge but sometimes are the only option available and very high risk. There is evidence that adult social care is managing demand in terms of numbers, increasing complexity and acuity of need, and therefore the cost of care packages remains a very significant challenge. We have put in place new controls around the duration of the additional support, with each additional top up of a care package being time limited.

Difficulty in procuring home care has led to the need to make more care home placements if Service User is at high level of risk or carer unable to continue to support - there are currently 70 people awaiting a home care package with about 700 hours outstanding. Home Care spend reduced by £200k so we are placing people in Residential and nursing care as alternative to home care.

We continue to monitor the impact of Discharge to Assess - are people leaving hospital for the final stage of their care getting stuck in residential or nursing as the capacity in home care means we can't move people on. There continues to be pressure from the NHS to discharge people.

The Council is working hard with our partners to ensure that people leaving hospital are supported to return home as quickly and safely as possible and protecting services to ensure this is a key priority, as is working with the NHS in Bristol to ensure that funding is in place to support this ambition.

The Supreme Court (DOLS) judgement in March 2014 continues to reverberate and add significant pressure to the adult social care budget. The Council must ensure that people who are not able to make decisions about their care, for example some people with dementia, learning difficulties or mental ill health are properly supported to express a view about their care and treatment and are lawfully detained with the least restrictive measures in place to meet their needs safely. The increase in the number of Mental Health Act assessments (assessments where people are in severe mental health crisis which poses an immediate threat to themselves or others) has led to a rise in funding long term packages of care under Section 117 of the Mental Health Act. This represents a significant cost pressure to both the NHS and Council.

The very significant work being undertaken to commission services differently is vital in supporting the delivery of a balanced budget. A better, more productive relationship with the local care market is envisaged. Recommissioning of Home Care, Residential and Nursing Care and Community Support Services are seen as key to ensuring we have services which deliver value for money, increased quality and better outcomes for service users and carers. Addressing workforce challenges going forward is vital for the NHS and Council and speeding up the integration between health and social care is a vital component of the Better Care Bristol plan.

The Adult Care DMT and Senior leadership team review adult social care budgets, including benchmarking with core cities and regional authorities to both manage spend pressures whilst also planning for meeting the statutory eligibility requirements of the Care Act and growing ageing population in the City. This is the area of highest spend in all local authorities and there are national concerns about the pressure on reducing overall local authority budgets to meet growing demand and eligibility.

Care & Support Children & Families- £2.8m pressure:

Budget pressures are being faced in Children in Care. Whilst the numbers of Children in Care have remained around 700 over the last five years, against a rising child population, the average unit cost has increased due to an increase in the number of out of authority placements from an average of 26 during 2014/15 to currently 39, resulting in budget pressure of £2m.

There also continues to be a significant pressure as a result of increases in special

guardianship orders (SGOs) and residency orders (ROs). The number of SGOs and ROs has increased from 375 in 2014/15 to just fewer than 500 in 2016.

Early Intervention & Targeted Support - £3.3m pressure:

The majority of the pressure in this area is as a result of increased costs for “Preparing for Adulthood” Placements. These are services for young people with more complex disability and Special Educational Needs which Local Authorities now have a duty to support until 25 years old.

There is also a pressure within the Home to School Travel budgets as the third year of planned savings are not yet being delivered.

The main areas for planning and mitigation are:

The People Directorate have increased restrictions of recruitment to vacancies to help mitigate the budget pressures, it is acknowledged this has high risks and isn't a sustainable solution. Recruitment to vacant posts will be assessed to determine the absolute necessity. In addition, the directorate will be reviewing all non-pay related expenditure with a view to managing spend down in these areas.

Care & Support – Adults have implemented a significant review of vulnerable adults in receipt of home care. The Strategic Director (People) is continuing the review of social care budgets, including benchmarking with core cities and regional authorities to manage:

- spend pressures whilst also planning for meeting the statutory eligibility requirements of the Care Act;
- growing ageing population in the City, the area of highest spend in all local authorities.

There are national concerns about the pressure on reducing overall local authority budgets to meet growing demand and eligibility.

There are recommissioning exercises for Community Support Services, Residential and Nursing Care and Out of Hours Home Care to ensure commissioned services represent best value for money.

Significant work is being undertaken to embed a model of care that ensures citizens are supported to maintain their independence as long as possible where appropriate by improving our information, advice and guidance and ensuring conversations with citizens is focussed around care that builds on the strengths and abilities of people, their families and their local communities.

The impact of the remodelling of Children Social work is expected to reduce the upward trend of spend within the children in care (CiC) and care after. The number of Children in Care has maintained at around 700 despite an increasing local population. Within Care and Support – Children's, the redesign of the social work function and investment in early help are targeted at reducing the number of looked after children in the medium to long term, but the directorate is reviewing spend to mitigate the impact of and manage the increased demand of rising child population.

A panel has recently been established to strengthen the existing review processes for

all residential placements on a regular basis to make sure only children who need to be in care are, and to safely minimise placement cost and duration.

New incentives in fostering are being used to increase the capacity of in-house foster carers to ensure the most appropriate forms of care are used rather than being constrained by capacity.

13.2 Place Directorate - £8.6m Pressure

2016/17 Budget	Gross Expenditure £m	Gross Income £m	Net Revenue Budget £m
Place Directorate	108.6	(90.5)	18.1

The directorate is reporting a £8.6m variance to budget which consists of a £9.1m pressure within Property, £0.4m in Economy and £0.6m in Energy offset by surpluses or underspends of £1.1m in Transport, £0.2m in the Place ABS team and £0.3m in Planning. This represents a £1.8m increase since quarter 1.

Economy – pressures £0.4m

£0.2m of the £0.4m total overspend is due to the existing cost of operating advertised opening hours at Museums. As approved at 6th Sept 2016 Cabinet, changes to museum opening hours will result in a £0.2m saving in year and a whole year saving of £0.4m which will bring the team back to base budget.

Printing costs which are held centrally within Place are also forecasting a further pressure of £0.2m in Economy. These costs are being reviewed as one of the work streams established to address the in year pressures.

Energy - pressures £0.6m

There is anticipated to be a shortfall in rechargeable income from the HRA and Trading for Schools in the Energy (utility) Purchase budget. This is due to the Energy price reduction in recent years being captured as a corporate saving without any corresponding reduction in income target for the energy service. This presents a net pressure of £500k this year. There also income shortfalls in District Energy / Biomass (£58k) and Solar (£115k) partly offset by prudential borrowing savings in Wind Energy (£140k).

Place Admin and Business Support (ABS) Team - surplus £0.2m

There are forecast savings against salary budgets in the Admin and Business Support (ABS) service of £0.2m.

Property - pressures £9.1m

The structural pressure in the Property service largely relates to a forecast £7.7m shortfall in the delivery of the MTFs savings target (relating to 2015/16 and 2016/17), which broadly assumed savings in the following areas:

- Increased return on investment property holdings;
- Reduced running costs from the disposal of admin buildings;
- Reductions in facilities management costs.

There is a £800k forecast overspend against the budget for National Non Domestic Rates (NNDR) due to properties transferring into the Property division without budget for this cost.

There is a £125k forecast shortfall in income against the budget target for Markets as a result of an historic revenue target, which has not been met for the last 5 years.

There are £100k costs due to increased workload in Security/ staff sickness/ vacancies and an urgent review is in hand to mitigate this.

There is a £100k shortfall in income at the Create centre resulting from loss of external tenants due to reduced parking; a letting rationalisation is underway to mitigate this.

There is a £75k shortfall in conference services income from the Passenger shed (old station building Temple Meads) due to its poor condition, but the position is expected to improve.

Planning- surplus £0.3m

In the Planning division there is a forecast surplus of £0.3m and this is largely due to increased income from Development Management fees as well as from savings plans being implemented.

Transport - surplus £1.1m

There is a net surplus position in the Transport division of (£1.1m) in total as a result of additional income in Parking Services (£0.9m), non-recurrent underspend in Highways (£0.3m) and savings from Supported bus services (£0.2m), reduced by additional costs in Park and ride services (£0.2m) and in concessionary travel (£0.1m).

During Period 4, savings identified against the Transport Division in Quarter 1 have been secured and transferred to the Corporate Savings Programme, resulting in a reduced underspend reported against Transport.

13.3 Neighbourhoods – (£0.9m) Underspend

2016/17 Budget	Gross Expenditure £m	Gross Income £m	Net Revenue Budget £m
Neighbourhoods	311.0	(241.0)	70.0

The main variance in this area relates to Waste (£1.2m) due to accrued expenditure from the previous year, which is no longer required and waste collection forecasting savings of £0.3m in third party payments, bad debt and consultants costs. Traded Services are forecasting a £0.2m underspend mainly due to additional income from cremation fees.

The forecast pressure within Citizen Services relates to an error in setting of income targets within regulatory services, including Pest Control (£0.2m) and Trading Standards (£0.1m). The Service is taking measures to address this and since the close of quarter 1 have identified additional income of £150k to offset this.,

The underspend in General Fund Housing Delivery services (£0.1m) is as a result of

additional license scheme income.

13.4 Business Change - £3.8m Pressure

2016/17 Budget	Gross Expenditure £m	Gross Income £m	Net Revenue Budget £m
Business Change	51.5	(19.2)	32.3

The main variance within Business Change is within the ICT Service. This relates to additional hardware and maintenance costs (£2.8m), software development service increases (£1.3m) as a result of growth in additional demand for license costs. This is in part as a result of investment in new technology and digital developments. The overall pressure of £3.8m represents a reduction of £0.5m since quarter 1, which is mainly as a result reductions in the ICT forecast.

ICT – pressures £4.0m

In Period 4, the ICT budget pressure was reduced by £311,000.

The total movement was due to the following items:

Reason	Detail	Value
ICT cost reduction	Reduction in hardware and maintenance costs as a result of Month 1 of <i>Application Rationalisation Working Group</i> (see below)	-£256,000
Reduced employee costs	Deletion of vacant posts in software development services	-£372,000
Increased costs of BNET IT delivery	Interim business relationship management, contract management and asset management for delivery and concession partners.	+£200,000
Vacant Post deletion	Error in post deletion in Digital Transformation team in previous month.	+£47,000
Reduction in recharges to the Change Programme	Digital delivery recharge reduction.	+£16,000
Vacant Post deletion	Error in post deletion in CSRM in previous month.	+£52,000
	Total	-£311,000

We expect further reductions in the Period 5 budget reporting onwards, due to the mitigations reported in detail below.

Active mitigation

The following activities are ongoing and will show effect in the Period 5 budget but are reported here for your information.

The ICT management team have investigated opportunities for mitigation and further cost reduction. This has resulted in the following actions:

Application Rationalisation Working Group:

ICT have set up an Application Rationalisation Working Group, this has three functions:

- a. Dedicated, line by line analysis of ICT Application licence and support costs for 2016/17 savings;
- b. Analysis and validation of ICT Manager's 2016/17 budget savings proposals from ICT Application licence and support costs;
- c. Informing and guiding the service for further savings in 2017/18.

The Group report their forward plan into the Contract Review Board.

After analysing roughly half of the ICT service contract costs, the Group has found:

- <i>Identified</i> savings of	£0.5m
- <i>Subject to further analysis</i> savings of	£1.1m

If we prudently assume 10% of the *subject to further analysis savings*, or £100k, this will provide approximately £0.6m of savings. These potential savings will be reported into the forward plan at the Contract Review Board where associated ICT implementation costs will be considered and deducted from the potential savings.

In year contract management:

CSRM monitor all ICT managed contracts, in-year for best value. To ensure that this work is actioned by ICT Managers, CSRM produce a monthly report to be reviewed at the ICT Management Meeting. ICT Managers will be expected to reflect CSRM's savings in their end of period budget reports, for review by the ICT Service Director with the Finance staff.

Addressing previous under-delivery:

The ICT Sourcing programme has been reported as having a budget pressure of circa £1.3m. This is being reviewed by ICT, working with Finance, to address this and identify any reductions against this forecast.

Ongoing activities to avoid increasing pressure on ICT budget

Pressure incurred from other service areas:

ICT, with assistance from Finance, has put in place governance to pursue budgets from other services areas where their activities would have previously created budgetary pressure on ICT. If no budget is found to be available, issues will be escalated through Business Change DLT for an executive decision.

Tightened ICT project governance:

ICT project governance has been tightened and all ICT projects, from within ICT or from the business, are subject to two layer governance, once from ICT then again via the PMO. The ICT Service Director now also reviews all weekly ICT project report summaries.

Remaining Business Change Services – surplus £0.2m

Cost pressures in other areas, mainly as a result of additional agency/interim staffing costs are being offset by small surpluses in Human Resources, Policy Strategy & Communications and Bristol Futures. Business Change are proactively recruiting permanent staff which has resulted in the appointment of the new S151 officer who will start at the end of November 2017.

Business Change is in the process of reviewing its structure at all levels and is planning to reduce the number of service director posts. This will reduce management costs, but in doing this we need to ensure that we have the appropriate spans of control and capacity to deliver these essential services.

13.5 City Director - £0.0m

2016/17 Budget	Gross Expenditure £m	Gross Income £m	Net Revenue Budget £m
City Director	3.6	(0.6)	3.0

Overall, the directorate is currently forecasting a balanced position by year end. There are additional cost pressures in year as a result of the cost of running elections, but these will be managed over a period of years through an offsetting arrangement, whereby budget is set aside in non-election years to fund election years.

13.6 Corporate Savings Programme - £15.3 Pressure

The current forecast pressure of £15.3m represents an increase of £1.5m since quarter 1. At the beginning of the financial year, the Council had a savings target against the Change Programme of £34.7m, which comprised £15.2m undelivered savings from 2015/16 and £19.5m relating to 2016/17. For the purposes of this report, we have shown a net figure. The following table provides estimates of the forecast savings delivery split between items previously identified within the change programme and newly identified (non-change programme) savings.

Table 2: Summary of Net Corporate Savings Programme Budget Position

	£m
2016/17 Change Programme Savings	19.5
2015/16 Undelivered change programme savings	15.2
TOTAL	34.7
Less:	
Savings Identified/Secured to address the gap	14.6
Release of Contingency	6.3
TOTAL TO BE IDENTIFIED	13.8
Overspend against change programme expenditure	1.5
TOTAL CHANGE PROGRAMME	15.3

The Council has initiated a Council Wide programme of activities and workstreams to specifically focus on delivering the savings needed in the current financial year. This has included:

- A review of all spend against corporate budget lines resulting in reduced

budgets across areas such as staff expenses, conference and training budgets, printing etc;

- A review of all vacancies to delete any vacant posts that are no longer required, resulting in budget reductions;
- All services and directorates developing and preparing savings proposals for delivery through the remainder of this financial year;
- A contingency was included in the original programme to mitigate against risks of non-delivery of savings or savings double counts. This has been released;
- A review is underway of all the Council's service directorate earmarked reserves.

As savings are validated, budgets across services and directorates are being reduced to secure these savings. During Period 4, there has been a reduction in the level of identified / secured savings due to:

- A reduction in the saving from the deletion of vacant posts;
- Ongoing validation of savings identified within the 2016/17 financial year, which have reduced the savings total considered deliverable.

Within this budget line, there is investment required to facilitate the delivery of some of the savings. There is a current forecast overspend of £1.5m against these items. As part of the current programme of activity and to mitigate this overspend, all current planned expenditure is subject to review.

The reported pressure in this area mainly relates to savings yet to be identified.

13.7 Other / Corporate Budgets – (£6.3m) Underspend

The forecast underspend in Period 4 has increased by £1m. The main budget in this area is the capital financing budget of £19.3m. It is currently forecast that this budget will be underspent by £4.1m as a result of re-profiling of the capital programme. This area also includes certain contingency budgets and other expenditure budgets of a corporate nature, including expenditure on levies.

The general contingency included in other budgets stands at £2.8m. This is held as a contingency to cover miscellaneous cost pressures across all service areas. As reported in the Quarter 1, the Council has identified a potential workforce pressure as a result of a court case ruling on annual leave entitlements for staff in receipt of regular overtime. It is proposed that the forecast cost of this ruling be covered by the general contingency. Additional items have been identified to be funded from the general contingency, as summarised in the following table:

Table 3: Summary of General Contingency

	£m
Quarter 1 Contingency Balance	2.8
Forecast cost of workforce court ruling	(0.5)
Support to Children's Service as part of Ofsted Improvement plan	(0.3)
Period 4 Contingency Closing Balance	2.0

The remaining contingency is reduced to £2.0m and it is assumed that this will be required by the end of the financial year.

The Council receives an annual dividend in relation to the Port. This is budgeted to be £1.5m per annum. Indications are that the dividend for this financial year will be higher than this and therefore an additional £0.5m has been included in the forecast. Further updates will be included in future reports.

Dedicated Schools' Grant (DSG) (Included in Directorate analysis above)

14. In 2016/17, the Council will receive £176.8m Dedicated Schools' Grant, which is ring-fenced and passported through to fund schools. Schools that have transferred to academy status receive their funding directly from the Department of Education – this amounts to a further £137.9m.
15. There continues to be pressures against the high needs block, which is forecast to be c£4.7m in the financial year, which includes brought forward pressures from 2015/16 of £1.9m. There has been significant pressure on the "Top Up" element of the high needs block during 2015/16 and into 2016/17, as a result of:
- a) there has been an increase in the level of demand of pupils requiring "Top Ups", by 9% in Primary Schools (£0.5m) and 20% in Secondary Schools (£1m);
 - b) there has been a 52% increase in pupil exclusions within the secondary sector which has resulted in an increase of spend within pupil referral units of £1.0m to accommodate these pupils;
 - c) the service implemented a minimum banding level within special schools to provide a more stable budget however this resulted in an increase spend of £1m.
16. The service is undertaking significant level of work in conjunction with Schools Forum in order to manage this budget:
- a) In April the top up rates were reviewed and reduced across mainstream schools which has been followed by a further reduction in September, generating a total annual saving of £2.1m
 - b) an inclusion panel has been created with the aim of reducing pupil exclusions;
 - c) special school and Pupil referral unit budgets have also been reviewed, top up and site specific rates have been cut by 5% which will generate an annual saving of 600k, further work is planned to continue review of special schools and also resource bases.

17. The balance on the DSG will have to be managed through the DSG and should therefore have no effect on the Council's general fund budget.

Public Health

18. The ring-fenced Public Health service is currently forecasting an overspend of £2m. This is mainly due to a government in year cut of the grant of 7.6% in year during 2015/16 and further 2% cut to the grant this year. As a reduction in the grant was anticipated, Public Health are managing this overspend to prevent impact on service delivery through the Public Health reserves built up for this purpose. The reserve currently has a balance of £4.8m and is as a result of underspends in previous years. Therefore, there is no impact on the general fund of this overspend in this financial year. However the service is currently undertaking a thorough financial review to ensure that delivery is brought within the new budget envelope, reflecting key priorities.

Housing Revenue Account (HRA)

19. The following is a summary of the HRA budget position as at the end of Period 4. Further detail is included as part of Appendix A to the report.

Table 4: Housing Revenue Account Budget Forecast

HOUSING REVENUE ACCOUNT	Gross Exp £m	Gross Income £m	Revised Net Budget £m	Forecast Outturn £m	Forecast Outturn Variance £m
Strategy, Planning & Governance	27.7	-131.3	-103.6	-104.2	-0.6
Responsive Repairs	47.5	-17.4	30.1	30.6	0.5
Planned Programmes	18.1	-1.3	16.8	15.9	-0.9
Estate Management	13.3	-2.2	11.0	10.7	-0.3
HRA Financing & Funding	46.2	-0.5	45.7	45.7	0.0
HOUSING REVENUE ACCOUNT TOTAL	152.8	-152.8	0.0	-1.3	-1.3

20. There is currently a forecast underspend within the HRA of £1.3m. This is the result of the following budget variances:

- Savings released in Strategy, Planning and Governance through staff vacancies and stationery budget reviews;
- There are pressures in responsive repairs due to greater than budgeted relets (£0.5m), with these being offset by staffing savings in Admin and Business Support;
- The Investment Review Plan (in response to rental changes planned for the HRA) has changed the paint programme in planned programmes resulting in a saving against budget;

21. Any under or overspend at the year-end will increase or decrease the HRA Reserve and therefore this does not impact on the General Fund. However, the impact of the 1% rent reduction and other proposed government changes mean that the current HRA Business Plan is not sustainable in the long term. The Business Plan is being recalibrated to reflect what is a very financially challenging future.

B - Managing Savings

22. To ensure that there is transparency and clarity in relation to the source of savings (from which department and service area from which the saving is to be delivered) and avoid any possible double counting etc, we will in future monitor a single savings tracker. This will be reported under each directorate and will be risk assessed for full delivery within the planned timescales.

23. Due to the severity of the forecast outturn variance (potential deficit of £32.8m), the Interim Chief Executive, supported by the Interim Service Director: Finance (s.151 Officer), are putting in train a number of actions as outlined in paragraph 10.

C - Reserves

24. The balance on the general reserve will be reviewed annually in setting the budget and in the context of the MTFs and the risks to which the Council is exposed. The balance on the General Reserve is £20m and at present the Interim Chief Executive and Interim Service Director: Finance (s.151 officer) are taking all appropriate actions to avoid any utilisation in 2016/17. This will be kept under constant review.

25. At the start of the financial year the Council had general fund earmarked reserves of £106m. Some of these reserves will be spent during this financial year, others are set aside for specific purposes to be incurred in future periods. Included within this total, as part of the risk based reserves is a £2.4m Operational Reserve, which is earmarked to fund emerging operational pressures during the year.

26. Members should note that there is a need for a finance transformation programme which will address areas such as the core financial system, financial processes and areas of technical financial matters to provide a stronger platform for council moving forward. This will be funded from the Operational Reserve. A review of all existing earmarked reserves is being concluded and where reserves are identified as no longer required for the purpose that they were earmarked, they will be released to the Operational Reserve, which will be reported in the next report.

D - Capital Programme

27. The capital programme changes during the year as the phasing of schemes is reviewed and the notifications of additional schemes and resourcing are received (to the extent that these projects are fully funded). I.e. the Capital Board (an officer working group) oversees the coordination of the Capital Programme, ensuring that projects are delivered within their allocation of funding and planned timescales. Responsible Officers have been challenged on the projected variances and the full outcome of this review will be reported within the Period 5 Finance Report. Monitoring indicates that capital spending in 2016/17 will be £273.5m compared to the latest revised budget of £270.3m.

28. The following table sets out a summary of the proposed capital programme changes and forecast spending by Directorate. Additional detail is provided at Appendix B. It is important to note that the presentation of the capital programme will be reviewed as part of the review referred to in paragraph 29 below.

Table 5: Capital Programme Forecast Expenditure & Financing

	P4 2016/17 Budget	Capital Budget proposed adjustments	2016/17 Combined Budget	2016/17 Forecast Outturn	Forecast Outturn Variance
	£m	£m	£m	£m	£m
People	58.8	(20.7)	38.1	38.2	0.1
Place	131.1	0.3	131.4	133.5	2.1
Neighbourhoods	8.5	2.0	10.5	10.6	0.1
Business Change	11.7	12.3	24.0	25.0	1.0
City Director	12.3	(12.3)	0.0	0.0	0.0
Housing Revenue Account	56.0	0.0	56.0	57.8	1.8
Corporate	16.3	(6.0)	10.3	8.2	(2.1)
Totals	294.7	(24.4)	270.3	273.5	3.2
Finance By:					
Prudential Borrowing			130.4	131.5	1.1
Capital Grants			65.0	65.0	0.0
Capital Receipts			5.0	5.3	0.3
Revenue Contributions			13.9	13.9	0.0
Housing Revenue Account (Self-Financing)			56.0	57.8	1.8
TOTAL CAPITAL FINANCING			270.3	273.5	3.2

29. The actual capital spend to the end of Period 4 is £47.1m. Whilst historic trends indicate that capital spending increases towards the end of the financial year, the level of forecast spend to date (31st July 2016) year suggest a degree of caution in the forecasts. The Capital Board has met to undertake a Strategic Leadership Team review of the forecasts to identify any potential slippage into 2017/18, which will be reflected in the next report to cabinet and will also be reported through a separate Capital Plan report to Cabinet. Capital resources to finance the programme will also be reviewed as part of this process.

30. The following variations to the Capital Programme were considered by the Capital Board. Note the re-profile of spend from 2016/17 to 2017/18, in particular in the People Directorate, which was reported as part of the Quarter 1 Report. These changes are recommended to Cabinet for noting.

Table 6: Changes to the Capital Programme, being slippage from 2015/16

People	£m
- Education Capital Programme re-profiled from 2016/17 to 2017/18 following the forecast position reported in the Q1 Finance Monitor report.	(18.8)
- A directorate structure change has transferred the Private Housing projects to be aligned within the Neighbourhoods directorate.	(1.9)
Sub-total People	(20.7)
Place	
- New external funding received from a Housing Association for Housing Enabling activities.	0.3
Sub-total Place	0.3
Neighbourhoods	
- A directorate structure change has transferred the Private Housing projects from the People directorate.	1.9
- Minor variance	0.1
Sub-total Neighbourhoods	2.0
Business Change	
- A directorate structure change has transferred the Bristol Futures (Super Connected Cities and Open Programmable City projects) from City Director.	12.3
Sub-total Business Change	12.3
City Director	
- A directorate structure change has transferred the Bristol Futures projects into the Business Change directorate.	(12.3)
Sub-total City Director	(12.3)
Corporate	
- Corporate budgets have been amended to exclude technical accounting adjustments for service concession contracts (PFI schemes) and the re-profiling of Corporate capital schemes that will occur in future years.	(6.0)
Sub-total Corporate	(6.0)
Total	(24.4)

31. As at the end of July 2016, there is a forecast overspend against the Capital Programme of £3.2m, against an underspend of £26.2m at the end of Quarter 1. The main reason for this movement has been the re-profiling of the budget into 2017/18, as described in the table above.

Capital Receipts

32. The assumed level of Capital Receipts to support the general fund element of the Capital Programme (excluding HRA) is £5m pa. The current disposal programme estimates general fund receipts of £5.3m for 2016/17 (an increase from £1.8m forecast at quarter 1), £18m for £2017/18 and £14m for 2018/19.

Capital Financing

33. The capital financing assumptions are detailed in Table 5 above. As part of the overall review of the capital programme already referred to, the capital financing assumptions and the future revenue implications will be revised. However, with a programme of this size, it is unlikely that there will be future underspends on the capital financing budget, and therefore the contribution being made towards the 2016/17 forecast outturn variance should be assumed to be a one-off position.

E – Managing Income

34. Collection rates for both business rates and council tax are broadly on target. However, for future reports officers will provide further information to confirm the actual position and highlight any upsides or downsides resulting from current performance. Officers are closely monitoring business rates appeals applications. The Council has received applications from a number of health care trusts for mandatory charitable rates relief. In line with advice from the Local Government Association, all claims have been rejected and, to date, no counter applications have been made. The trusts are continuing to pay their business rates.

F - Treasury Management

35. No borrowing has been undertaken to date during 2016/17. Net debt (borrowing less investment) has decreased by £18m between the 30th June to 31st July from £279m to £261m due to an expected increase in grant income.
36. The average level of funds available for investment purposes during the first four months of the year was £175m. The return for period was 0.60% compared to the recognised benchmark of 0.36% (7 day Libid).
37. In addition the Council's agreed policy is to defer borrowing while it has significant levels of cash balances (£153m at July 2016), £75m estimated for March 2017. This strategy is prudent as investment returns are low and counterparty risk is relatively high. However, due to the significant change in the financial markets and fall in interest rates due to the referendum long term borrowing rates are at historic low levels and external borrowing will be considered if rates are expected to rise significantly from their current position. If implemented, this action will reduce the authority's exposure to interest rate risk.

38. The Council has complied with all treasury management legislative and regulatory requirements during the period and all transactions were in accordance with the approved Treasury Management Strategy.

G – Bristol City Council Owned Companies

39. To the end of Period 4 2016/17, no additional loans / investments have been made to the Council's Subsidiaries. The amount of loans / investments as at the 31st July 2016 is set out below:

Bristol Holding Company - £6.5m

Bristol is Open - £0.350m

40. A list of further funding requests are currently being considered. The next tranche of investment in Bristol Energy via Bristol Holding Company has since been processed at a value of £3m, the majority of which will be used to repay the outstanding debt on intercompany service transactions with the Council.

Risk Assessment

41. In the Budget Report presented to Full Council in February 2016, a number of significant risks were identified. The finance reports this year have identified that a significant number of these risks have come to fruition in the early part of the financial year, or remain relevant. The list below highlights the most significant of these risks:

- the scale of overall reductions to all directorate budgets (£35.4m identified and included in the approved budget) and the potential of non-delivery of these savings;
- the potential of overspends against budgeted net expenditure;
- Care placements & budgets, both in terms of activity as a result of demographic pressures and also unit costs;
- Potential delay in delivery of capital receipts;
- Increase in pension liabilities;
- volatility in business rate income including the level of successful appeals and the result of the application for mandatory charitable relief made by a number of hospital trusts;

As well as the risks highlighted above, the following additional risks have been identified:

- wholly owned company delivery of agreed business plans;
- Sustainability of Council owned and managed assets, including infrastructure previously identified, property, fleet and ICT.
- Schools PFI contracts;
- Living Wage Accreditation – this will require a full review of all external contracts and may result in additional contractual costs;
- inflationary pressure on contract and energy costs;
- increased capital costs of major projects, i.e. Metrobus and Bristol Temple Meads Easts (development area around the arena);
- Current lack of policy clarity on proposed changes to business rate retention;

- The effect of Brexit both on house building industry and general economic confidence;
- There will be other costs, such as the Mayoral Combined Authority, still to be fully quantified.

Any risk assessment requires constant review and will form part of the ongoing future monitoring.

Consultation and scrutiny input:

a. Internal consultation:

Strategic Directors, Service Directors and the finance team.

b. External consultation:

Not applicable

Other options considered:

No other options are considered at the present time.

Public sector equality duties:

There are no proposals in this report which require either a statement as to the relevance of public sector equality duties or an Equalities Impact Assessment.

Environmental checklist / eco impact assessment

Not applicable.

Resource and legal implications:

Finance

a. Financial (revenue) implications – Interim Service Director - Finance:

As set out in the Report, the Council is currently forecasting an overspend based on service spending from April to July and service projections for the remainder of the year, offset by savings in other corporate budgets. Failure to take action to contain spending within budget and to manage and monitor expenditure and income could result in a requirement to draw on reserves. The level of reserves is limited and a one off resource that cannot be used as a long term sustainable strategy for financial stability. Budget monitoring and management, of which this report forms part of the control environment, is a mitigating process to ensure early identification of pressures and action plans.

Budget risks and pressures have been identified, as outlined above, and are currently being managed and closely monitored. Due to the severity of the forecast outturn variance (potential deficit of £32.8m), the Interim Chief Executive, supported by the Interim Service Director: Finance (s.151 Officer), are putting in train a number of actions as outlined in paragraph 10.

Finance staff resources have been targeted to ensure that support for budget monitoring is concentrated on areas of particularly high risk.

b. Financial (capital) implications:

Set out within the report.

c. Legal implications:

No significant legal issues are raised by the recommendations in this report. The recommendations are in accordance with the Council's constitution and financial regulations.

Advice given by Shahzia Daya – Service Director Legal & Services

Date: 22nd September 2016

d. Land / property implications:

The relevant property implications have been included within the body of the report.

Advice given by Robert Orrett – Service Director Property

Date: 23rd September 2016

e. Human resources implications:

In line with the financial position and the mitigating actions set out in this paper (paragraph 10) a Section 188 notice was issued in August 2016. The s188 notice provided formal notification to Trade Unions that the scale of the potential workforce reduction is estimated to be up to 975 employees by 31 March 2017.

The identified actions to close the budget gap are likely to result in redundancies; we are however seeking to avoid compulsory redundancies wherever possible. Full consultation with Trade Unions will be undertaken throughout the period of organisation change and restructure and we will seek to reach agreement with the recognised Trade Unions on how to mitigate the need to make any further compulsory redundancies.

If, after meaningful consultation and after mitigating actions have taken place, compulsory redundancies are unavoidable, employees will be given notice of dismissal in accordance with the Council's agreed policies.

Advice given by Richard Billingham – Service Director HR & Workplace

Date: 22nd September 2016

BRISTOL CITY COUNCIL REVENUE BUDGET MONITORING STATEMENT - PERIOD 4

	2016/17 BUDGET			FORECAST OUTTURN			Forecast Outturn Variance £000	Q1 Outturn Variance £000
	Expenditure £000	Income £000	Net Budget £000	Expenditure £000	Income £000	Net Budget £000		
DIRECTORATE: PEOPLE								
Strategic Commissioning	23,544	(2,963)	20,581	24,992	(5,521)	19,471	(1,110)	(1,010)
Care & support - Adults	154,461	(36,094)	118,367	166,361	(42,181)	124,180	5,813	3,662
Care & Support – Children & Families	45,471	(2,325)	43,146	50,601	(4,651)	45,950	2,804	2,716
Education & Skills	25,827	(17,885)	7,942	26,098	(17,339)	8,759	817	760
Dedicated Schools Grant	175,384	(175,384)	0	179,168	(179,168)	0	0	0
Management - People	3,866	(3,893)	(27)	3,813	(3,128)	685	712	720
Early Intervention & Targeted Support	26,750	(10,066)	16,684	31,276	(11,276)	20,000	3,316	3,850
PEOPLE DIRECTORATE TOTAL	455,303	(248,610)	206,693	482,309	(263,264)	219,045	12,352	10,698
DIRECTORATE: BUSINESS CHANGE								
ICT	14,008	(5,518)	8,490	17,515	(4,965)	12,550	4,060	4,371
Legal Services	9,623	(4,304)	5,319	9,859	(4,459)	5,400	81	71
Finance	8,444	(2,122)	6,322	8,419	(2,080)	6,339	17	36
Human Resources (HR)	7,027	(1,346)	5,681	7,331	(1,827)	5,504	(177)	(177)
Policy, Strategy & Communications	8,391	(3,553)	4,838	8,374	(3,557)	4,817	(21)	82
Bristol Futures	3,948	(2,345)	1,603	3,965	(2,503)	1,462	(141)	(74)
BUSINESS CHANGE TOTAL	51,441	(19,188)	32,253	55,463	(19,391)	36,072	3,819	4,309
DIRECTORATE: NEIGHBOURHOODS								
Citizen Services	222,255	(209,869)	12,386	222,492	(210,022)	12,470	84	373
Parks & Green Spaces	48,143	(16,420)	31,723	46,626	(16,115)	30,511	(1,212)	(1,755)
Housing Delivery - General Fund	23,409	(9,892)	13,517	25,382	(11,732)	13,650	133	100
Neighbourhoods	10,332	(481)	9,851	10,462	(562)	9,900	49	91
Public Health - General Fund	6,884	(4,411)	2,473	6,926	(4,437)	2,489	16	96
Management - Neighbourhoods	5		5	5	0	5	0	0
NEIGHBOURHOODS TOTAL	311,028	(241,073)	69,955	311,893	(242,868)	69,025	(930)	(1,095)
DIRECTORATE: PLACE								
Property	28,891	(36,440)	(7,549)	30,772	(29,211)	1,561	9,110	8,985
Planning	5,764	(5,529)	235	5,852	(5,920)	(68)	(303)	(222)
Transport	47,584	(32,829)	14,755	54,994	(41,350)	13,644	(1,111)	(2,487)
Economy	12,625	(6,815)	5,810	14,774	(8,522)	6,252	442	403
Economy - ABS Team	2,423	(465)	1,958	2,252	(465)	1,787	(171)	(274)
Energy	11,342	(8,464)	2,878	11,799	(8,321)	3,478	600	352
PLACE TOTAL	108,629	(90,542)	18,087	120,443	(93,789)	26,654	8,567	6,757
DIRECTORATE: CITY DIRECTOR								
Electoral Services	1,584	(564)	1,020	1,593	(573)	1,020	0	0
Management - City Director	1,967	0	1,967	2,024	(29)	1,995	28	(25)
CITY DIRECTOR TOTAL	3,551	(564)	2,987	3,617	(602)	3,015	28	(25)
CORPORATE SAVINGS PROGRAMME TOTAL	(4,670)	(8,142)	(12,812)	10,957	(8,480)	2,477	15,289	13,756
SERVICE NET EXPENDITURE	925,282	(608,119)	317,163	984,682	(628,394)	356,288	39,125	34,400
OTHER CORPORATE BUDGETS	39,463	(11,265)	28,198	33,639	(11,765)	21,874	(6,324)	(5,257)
TOTAL REVENUE NET EXPENDITURE	964,745	(619,384)	345,361	1,018,321	(640,159)	378,162	32,801	29,143

BRISTOL CITY COUNCIL HOUSING REVENUE ACCOUNT SUMMARY

	2016/17 BUDGET			FORECAST OUTTURN			Forecast Outturn Variance £000	Q1 Outturn Variance £000
	Expenditure £000	Income £000	Net Budget £000	Expenditure £000	Income £000	Net Budget £000		
HOUSING REVENUE ACCOUNT								
Strategy, Planning & Governance	27,678	(131,293)	(103,615)	27,062	(131,261)	(104,199)	(584)	(583)
Responsive Repairs	47,496	(17,384)	30,112	48,026	(17,438)	30,588	476	144
Planned Programmes	18,098	(1,312)	16,786	17,189	(1,321)	15,868	(918)	(918)
Estate Management	13,260	(2,237)	11,023	12,960	(2,251)	10,709	(314)	(138)
HRA Financing & Funding	46,228	(535)	45,693	46,228	(535)	45,693	0	0
HOUSING REVENUE ACCOUNT TOTAL	152,760	(152,761)	(1)	151,465	(152,806)	(1,341)	(1,340)	(1,495)

BRISTOL CITY COUNCIL RING FENCED PUBLIC HEALTH

	2016/17 BUDGET			FORECAST OUTTURN			Forecast Outturn Variance £000	Q1 Outturn Variance £000
	Expenditure £000	Income £000	Net Budget £000	Expenditure £000	Income £000	Net Budget £000		
Public Health - Grant								
	35,025	(34,995)	30	36,528	(36,498)	30	0	0
TOTAL	35,025	(34,995)	30	36,528	(36,498)	30	0	0

2016/17 Capital Proposed Budget, Forecast and Variance Analysis

Directorate	2016/17 BUDGET TOTAL £000's	2016/17 FORECAST £000's	2016/17 VARIANCE £000's
People			
<u>Education Capital Programme 2</u>			
Major Projects Programme 2	18,416	19,472	1,056
Site Acquisitions	132	132	0
Early Years	54	54	0
Universal Free School Meals	7	7	0
Schools Access Initiative SAI/DDA	119	119	0
Lifecycle (R&M)	39	37	(2)
Urgent/Emergency	80	80	0
Completed Projects	7	7	0
Total - Education Capital Programme 2	18,854	19,908	1,054
<u>Schools' Devolved Capital</u>			
Capital, Assets & Access 1	4,528	4,528	0
Total - Schools' Devolved Capital	4,528	4,528	0
<u>CYPS non-Schools</u>			
CYPS non-Schools	1,508	1,508	0
Total - CYPS non-Schools	1,508	1,508	0
<u>Education Capital Programme 3</u>			
Major Projects	7,791	8,391	600
Site Acquisitions	1,500	1,500	0
Commissioning	0	0	0
Feasibility	100	100	0
Lifecycle (Capital R&M)	485	485	0
Total - Education Capital Programme 3	9,876	10,476	600
<u>Children & Families</u>			
0-25 Integrated Service	620	190	(430)
Fostering and Adoption	129	120	(9)
Youth & Play	204	204	0
Total - Children & Families	953	514	(439)
<u>Care Management</u>			
Transformation - Capital	(346)	111	457
Total - Care Management	(346)	111	457
<u>Care Services</u>			
Operations - Capital	209	378	169
Total - Care Services	209	378	169
<u>Strategic Housing</u>			
Extra Care Housing	2,469	803	(1,666)
Total - Strategic Housing	2,469	803	(1,666)
Totals - Directorate: People	38,051	38,226	175

2016/17 Capital Proposed Budget, Forecast and Variance Analysis

Directorate	2016/17 BUDGET TOTAL £000's	2016/17 FORECAST £000's	2016/17 VARIANCE £000's
Place			
Strategic Property			
Building Practice Capital	4,362	4,321	(41)
Corporate Property	433	190	(243)
Total - Strategic Property	4,795	4,511	(284)
Major Projects			
Place, Major Schemes	30,037	36,623	6,586
Docks	22	0	(22)
Filwood Broadway	184	182	(2)
Hengrove Park	27	30	3
Kingswear and Torpoint Flats	722	715	(7)
Filwood Green Business Park	473	0	(473)
Economy Development	818	875	57
Strategy & Commissioning	3,736	1,671	(2,065)
Total - Major Projects	36,019	40,096	4,077
Museums			
Museums - Capital	101	0	(101)
Museums - Capital 1	20	0	(20)
Total - Museums	121	0	(121)
Planning & Sustainable Development			
City Design Group	368	654	286
Total - Planning & Sustainable Development	368	654	286
Transport			
City Transport	10,376	6,394	(3,982)
City Transport 1	13,764	14,293	529
Highway Drainage Capital Works	2,771	9,544	6,773
Highways & Traffic	5,358	5,479	121
Highways & Traffic 1	1,099	1,189	90
Parking Services	82	82	0
Passenger Transport	2,279	1,471	(808)
Residents Parking Zone	2,177	2,496	319
Transport Major Projects (Metrobus)	39,083	34,831	(4,252)
Total - Transport	76,989	75,779	(1,210)
Energy Services			
Energy Management Unit	5,434	5,080	(354)
Warm Up Bristol	5,769	6,685	916
Energy Services	1,923	743	(1,180)
Total - Energy Services	13,126	12,508	(618)
Totals - Directorate: Place	131,418	133,548	2,130

2016/17 Capital Proposed Budget, Forecast and Variance Analysis

Directorate	2016/17 BUDGET TOTAL £000's	2016/17 FORECAST £000's	2016/17 VARIANCE £000's
Neighbourhoods			
Bristol Operations Centre			
Bristol Operations Centre	1,436	1,355	(81)
Bristol Operations Centre (Projects)	766	375	(391)
Bristol Operations Centre (BWP)	3,307	3,203	(104)
Total - Bristol Operations Centre	5,509	4,933	(576)
Environment & Leisure			
Cemeteries & Crematoria	108	0	(108)
Parks	1,893	1,497	(396)
Waste Services	36	0	(36)
Total - Environment & Leisure	2,037	1,497	(540)
Neighbourhoods & Communities			
Libraries	1,013	853	(160)
Total - Neighbourhoods & Communities	1,013	853	(160)
Housing Services - Capital			
Private Housing & Adaptations	1,892	3,365	1,473
Total - Housing Services Capital	1,892	3,365	1,473
Totals - Directorate: Neighbourhoods	10,451	10,648	197
Business Change			
Bristol Futures			
Sustainable City & Climate Change	12	0	(12)
City Innovation	12,264	11,349	(915)
Total - Bristol Futures	12,276	11,349	(927)
Information & Communication Technology			
BWP - Buildings	6,022	5,699	(323)
Total - Information & Communication Technology	6,022	5,699	(323)
Bristol Workplace Programme - Design			
BWP - Design Contract	5,799	7,143	1,344
Total - Bristol Workplace Programme - Design	5,799	7,143	1,344
Bristol Workplace Programme - Buildings			
BWP - Technology	(121)	812	933
Total - Bristol Workplace Programme - Buildings	(121)	812	933
Totals - Directorate: Business Change	23,976	25,003	1,027
Housing Revenue Account			
Planned Programme	40,330	40,341	11
Responsive Repairs	700	700	0
Strategy, Planning & Governance	14,989	16,786	1,797
Total - Housing Revenue Account	56,019	57,827	1,808
Corporate			
Capital Funding			
Capital Funding	10,334	8,205	(2,129)
Total - Capital Funding	10,334	8,205	(2,129)
Totals - Directorate: Corporate	10,334	8,205	(2,129)
TOTALS - CAPITAL PROGRAMME	270,249	273,457	3,208