Date: Tuesday, 23 July 2019
Time: 6.00 pm
Venue: First Floor Committee Room 1P09 - City Hall, College Green, Bristol, BS1 5TR

Distribution:

Councillors: Paula O'Rourke (Chair), Fabian Breckels (Vice-Chair), Tom Brook, Mark Bradshaw, Hibaq Jama, Carole Johnson, Jon Wellington, Martin Fodor, Kevin Quartley, Mark Weston, Mark Wright and Anthony Negus
Agenda

1. Welcome, Introductions and Safety Information (Pages 4 - 5)

2. Annual Business Report (Pages 6 - 9)

3. Apologies for Absence and Substitutions

4. Declarations of Interest
   To note any declarations of interest from the 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. Minutes of Previous Meeting and Action Tracker (Pages 10 - 21)
   To agree the minutes of the previous meeting as a correct record.
   And to note the information provided within the Commission’s Action Tracker

6. Chair’s Business
   To note any announcements from the Chair

7. Public Forum
   Up to 30 minutes is allowed for this item

   Any member of the public or Councillor may participate in Public Forum. The detailed arrangements for so doing are set out in the Public Information Sheet at the back of this agenda. Public Forum items should be emailed to democratic.services@bristol.gov.uk and please note that the following deadlines will apply in relation to this meeting:-

   Questions - Written questions must be received 3 clear working days prior to the meeting. For this meeting, this means that your question(s) must be received in this office at the latest by 5pm on Wednesday 17th July 2019.
Petitions and Statements - Petitions and statements must be received on the working day prior to the meeting. For this meeting this means that your submission must be received in this office at the latest by **12.00 noon on Monday 22nd July 2019**.

8. **Work Programme**
   
   To note the work programme.  
   
   *(Pages 22 - 27)*

   
   *(Pages 28 - 41)*

10. **Public Transport**
    
    *(Pages 42 - 73)*

11. **Multi-Modal Transport**
    
    *(Pages 74 - 84)*

12. **School Streets and Anti-Idling Report**
    
    *(Pages 85 - 101)*
Public Information Sheet


You can find papers for all our meetings on our website at www.bristol.gov.uk.

You can also inspect papers at the City Hall Reception, College Green, Bristol, BS1 5TR.

Other formats and languages and assistance
For those with hearing impairment

You can get committee papers in other formats (e.g. large print, audio tape, braille etc) or in community languages by contacting the Democratic Services Officer. Please give as much notice as possible. We cannot guarantee re-formatting or translation of papers before the date of a particular meeting.

Committee rooms are fitted with induction loops to assist people with hearing impairment. If you require any assistance with this please speak to the Democratic Services Officer.

Public Forum

Members of the public may make a written statement ask a question or present a petition to most meetings. Your statement or question will be sent to the Committee and be available in the meeting room one hour before the meeting. Please submit it to democratic.services@bristol.gov.uk or Democratic Services Section, Brunel House St Georges Road Bristol BS1 5UY. The following requirements apply:

- The statement is received no later than 12.00 noon on the working day before the meeting and is about a matter which is the responsibility of the committee concerned.
- The question is received no later than three clear working days before the meeting.

Please see www.bristol.gov.uk and the ‘How to Have Your Say’ pdf for the parameters of each individual Committee and what will happen to your submission.

Any statement submitted should be no longer than one side of A4 paper. If the statement is longer than this, then for reasons of cost, only the first sheet will be copied and made available at the meeting. For copyright reasons, we are unable to reproduce or publish newspaper or magazine articles that may be attached to statements.

By participating in public forum business, we will assume that you have consented to your name and the details of your submission being recorded and circulated to the committee. This information will also be made available at the meeting to which it relates and placed in the official minute book as a public record (available from Democratic Services).
We will try to remove personal information such as contact details. However, because of time constraints we cannot guarantee this, and you may therefore wish to consider if your statement contains information that you would prefer not to be in the public domain. Public Forum statements will not be posted on the council’s website. Other committee papers may be placed on the council’s website and information in them may be searchable on the internet.

**Process during the meeting:**

- Public Forum is normally one of the first items on the agenda, although statements and petitions that relate to specific items on the agenda may be taken just before the item concerned.
- There will be no debate on statements or petitions.
- The Chair will call each submission in turn. When you are invited to speak, please make sure that your presentation focuses on the key issues that you would like Members to consider. This will have the greatest impact.
- Your time allocation may have to be strictly limited if there are a lot of submissions.
- If there are a large number of submissions on one matter a representative may be requested to speak on the groups behalf.
- If you do not attend or speak at the meeting at which your public forum submission is being taken your statement will be noted by Members.

**Webcasting/ Recording of meetings**

Members of the public attending meetings or taking part in Public forum are advised that all Full Council and Cabinet meetings and some other committee meetings are now filmed for live or subsequent broadcast via the council’s [webcasting pages](http://www.bristol.gov.uk). The whole of the meeting is filmed (except where there are confidential or exempt items) and the footage will be available for two years. If you ask a question or make a representation, then you are likely to be filmed and will be deemed to have given your consent to this. If you do not wish to be filmed you need to make yourself known to the webcasting staff. However, the Openness of Local Government Bodies Regulations 2014 now means that persons attending meetings may take photographs, film and audio record the proceedings and report on the meeting (Oral commentary is not permitted during the meeting as it would be disruptive). Members of the public should therefore be aware that they may be filmed by others attending and that is not within the council’s control.
Growth and Regeneration Scrutiny Commission
23rd July 2019

Report of: Service Director, Legal & Democratic Services


Ward: N/A

Officer Presenting Report: Johanna Holmes, Scrutiny Advisor

Contact Telephone Number: 0117 90 36898

Recommendations:

1. To elect a Chair and Vice Chair for the 2019/2020 municipal year
2. To note the Scrutiny Commission’s Terms of Reference
3. To note the membership of the Commission for the 2019/2020 municipal year
4. To confirm the 2019/2020 meeting dates for the Scrutiny Commission
1. Context and Proposal

1.1 Terms of Reference of the Commission

At its meeting on 21 May 2019 Full Council established this commission with the following terms of reference:

Terms of Reference - Overview

The role of the commission is the overview and scrutiny of matters relating to the Growth and Regeneration Directorate including;

Planning; Strategic City Planning, Development Management, City Design, City Innovation and Sustainability;

City Growth, Investment and Infrastructure; Housing Delivery, Economic development, Programme and Project Management (including Temple Quarter, the Arena, Colston Hall, Education Capital, Capital Infrastructure, Regeneration, Housing and Transport Programmes / Projects, including the Avonmouth and Severnside Enterprise Area, Housing Deal and Housing Infrastructure Fund), Culture, Property Asset Strategy, Property Management and Property Development and Energy.

Transport; Strategic City Transport, Local and Sustainable Transport and Traffic and Highway Maintenance including the statutory flood risk management scrutiny function.

Functions

1. To ensure that overview and scrutiny directly responds to corporate and public priorities, is used to drive service improvement, provides a focus for policy development and engages members of the public, key stakeholders and partner agencies.

2. To action the Annual Work Programme set by the Overview and Scrutiny Management Board using the following framework:

   (a) Scrutiny of corporate plans and other major plan priorities within its remit, with particular reference to those areas where targets are not being met or progress is slow;

   (b) Input to significant policy developments or service reviews;

   (c) Review and scrutiny of decisions made, or other action taken in connection with the discharge of any functions which are the responsibility of the Mayor/Executive, functions which are not the responsibility of the Executive, and functions which are the responsibility of any other bodies the Council is authorised to scrutinise.
3. To make reports and recommendations to Full Council, the Mayor/Executive and/or any other body on matters within their remit and on matters which affect the authority’s area or the inhabitants of that area and to monitor the response, implementation and impact of recommendations.

4. To work in collaboration with the Mayor/relevant Executive Member/s and receive updates from that member on key policy developments, decisions taken or to be taken and progress against corporate priorities.

5. To report to the Overview and Scrutiny Board on progress against the work programme and on any recommendations it makes.

1.2 Membership of the Commission:

Cllr Paula O’Rourke - Chair
Cllr Fabian Breckels – Vice Chair
Cllr Tom Brook
Cllr Mark Bradshaw
Cllr Hibaq Jama
Cllr Jon Wellington
Cllr Carole Johnson
Cllr Mark Weston
Cllr Kevin Quartley
Cllr Martin Fodor
Cllr Mark Wright

1.3 2019-2020 Meeting Dates

Tuesday 23rd July, 6pm
Thursday, 26th September 6pm
Thursday, 14th November, 6pm
Wednesday 23rd January, 6pm

Please Note: the Scrutiny Commissions Work Programme for the year can be located at Agenda Item 8.

2. Public Sector Equality Duties

1. Before making a decision, section 149 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 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' 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.

ii) 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.

6. Legal and Resource Implications

N/A

Appendices:
None

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

Background Papers:
• Full Council, 21 May 2019
1. Welcome, Introductions and Safety Information

2. Apologies for Absence and Substitutions

Apologies were received from Councillor Quarterly

3. Declarations of Interest

None

4. Minutes of Previous Meeting and Action Sheet

November 29th 2018, Agenda Item 8 – Public Forum Questions (which referred to Agenda Item 9)
Ref: the £9.5M income from city parking. It was queried whether some of this income could be spent on minor traffic schemes (MTS) in future: Members requested a response to this question.
This question has now been added to the Commission’s ongoing Action Sheet

Aside from this the minutes, of the last meeting were agreed as true record.

5. Chair’s Business

None

6. Public Forum
The following Public Forum was received:
Statement 1: Public Funding for Bus Services
Statement 2: Light Rail Issues
Statement 3: Clean Air (Related to Agenda Item 11)
Statement 4: Clean Air (Related to Agenda Item 11)
Question 1: Clean Air (Related to Agenda Item 11)

7. Scrutiny Work Programme

It was suggested by some Commission Members that the Local Plan should be brought to a Scrutiny Commission meeting at the earliest opportunity.

Cumberland Basin / Western Harbour
The Executive Director, Growth and Regeneration provided an up-date about the current position of the Cumberland Basin / Western Harbour area. He said the area is dominated by the highways network which has an ageing infrastructure and is now coming to the end of its natural life. It was said that the infrastructure requires full renovation and maintenance to extend its lifetime a further 30-60 years but this is likely to cost in excess of £40M. Failure to undertake this work would likely result in its demolition in the future. It was stated that this would be a difficult area to develop and therefore requires a lot of careful planning and thought in-advance. The area provides opportunities for a potential creative quarter to the city. A high level feasibility study of highways and development options had been commissioned. A Project Brief had been provided to ‘Arup’ and they were currently looking at different options for the area and will finish these at the end of March. There will be a process of public engagement about the potential options during the spring / summer which will lead to the development of an outline business case.

The following points were discussed between Members and Officers:

- It was confirmed that there were 10 options being drawn up and all of them would be available for the public to view.
- Members asked what types of schemes were being drawn up. They were informed that the company were given a free reign. However, Members wanted to understand if Arup were provided with a briefing paper. It was confirmed there was a briefing paper yes.
- It was confirmed that this had been funded from the Councils transport budget.
- Members wanted to know if a tunnel was being considered as one of the potential options. It was confirmed that yes a tunnelling option was being looked at as part of the Western side of the area.
- A Member commented that they felt it was difficult to access information about this project and that in their opinion officers were being unusually guarded about it. It was agreed that the feasibility project brief would be provided to the Commission Members and would also be uploaded onto Mod.Gov for members of the public to see. ACTION: for the Western Harbour project brief to be sent to the Commission Members and uploaded to the meeting webpage.
• It was discussed and agreed that this topic would return to the Scrutiny Commission in the new municipal year. **ACTION: Scrutiny Advisor to ensure that this topic is added to the list of potential items for the 2019/2020 Scrutiny Work Programme Setting Workshop.**

The Work Programme was noted.

8. Performance Report - Quarter 3

The Strategic Intelligence & Performance Advisor introduced the item and took Members through the report. It was said that due to the changes in the Council Directorates the report now contained some additional information compared to previous performance reports. The directorate is on track with a range of measures contained within Appendix A1. Of the 19 measures reported this quarter:

- 11 (58%) are on or above target
- 3 (16%) are below target
- 14 (74%) are performing better than at the same time last year
- 5 (26%) are new measures so have no trend to report or no target.

The following points were discussed:

- **BCP425 - Increase the number of affordable homes (AH) delivered in Bristol:** Members queried the progress on this indicator and said it didn’t appear to positive even though it seemed to be generally understood that targets would easily be achieved this year. Officers were asked qualify the position. Officers said the situation was a lot more positive than had previously been reported and projections indicated that the target for 2018/19 would be achieved. Officers said they knew what developments were in the longer-term pipeline because they are tracking applications coming through the planning process. It was said that the Communities Scrutiny Commission were looking at some AH information and when this was available it would also be sent to G&R Scrutiny Commission Members. **ACTION: to ensure Commission Members have sight of this information when it is available.**

- Members said they would exercise caution until ‘keys are handed over’ as many developments don’t actually materialise. Officers agreed there was uncertainty but still positivity.

- **BCP475 - Increase the number of passenger journeys on buses:** It was asked if the MetroBus statistics could be separated from other bus figures so that proper comparisons and evaluations could be carried out. It was also asked if it is known whether MetroBus was negatively affecting any other routes passenger figures. Officers said that they hadn’t seen any figures where MetroBus had been separated from other services. But they would look into it to see if this was possible. **ACTION: Officers to find out if it’s possible to separate MetroBus statistics from other bus services statistics.**

Members commented that there was plenty in the report to be pleased about and that a lot had been achieved.
9. Bristol Housing Festival and Modern Methods of Construction

The Executive Director for Growth and Regeneration introduced the item and explained that the purpose of this report was to update the Scrutiny Commission on ongoing work in relation to:

- The Bristol Housing Festival
- The council’s emerging approach to ‘Offsite Manufacture Housing’ and ‘Modern Methods of Construction’ (OSM & MMC)
- The first two innovation projects we are taking forward under the banner of the Bristol Housing Festival.

Officers highlighted that this was an emerging industry but that it is very hard for smaller players in the building / housing industry market to contribute. It was suggested that the vision that emerged from the Housing Festival could provide some of the solutions. These will however need to be tested in the real world.

- It was reported that 6,500 thousand people attended the housing festival and the response from attendees was very positive. The Council is working with Homes England and the West of England Combined Authority (WECA) on taking some the concepts forward.
- Ideas for delivering faster affordable housing (AH) in Bristol are also being explored.
- Members were taken through some slides that explained new concepts and ideas such as the ZedPods. Chalks Road in St George was one of the sites currently being explored. Officers said efforts were being made to make the ZedPods 100% affordable as young people can only receive £70 per week Housing Support.
- Officers said that the creation and investment in local jobs was also another major factor in these projects. Some of the smaller suppliers are particularly keen to demonstrate what they can do.

The following points were among those discussed and asked by the Members of the Commission:

- Could people get mortgages for these types of homes? It was replied that these types of accommodation are mainly for renting. They have a warranty for 60 years. They are ‘prefabs’ and good quality which is essential. It was said however that discussions are taking place with an ethical bank about potential future funding opportunities. One Member said that he was aware of a building society that is trying to come up with arrangements for mortgages for modular homes.
- The future of building council houses was briefly discussed and it was asked if some of them could be built along these lines, perhaps via the Councils Housing Company. Yes that was a possibility but officers said they aren’t yet at that point but it was being discussed.
- Members said they were generally impressed by what was being shared with them but expressed some slight frustration at the pace of things happening. Officers said they were very keen to be able to demonstrate that modern methods of construction can be delivered at pace and that they are continually learning by testing new ideas.
- Members asked how the modular homes sit with regards to current planning regulations size standards. Officers said there were some challenges with the national space standards which
came into practice several years ago. These are being looked at in light of the current housing crisis. There is also work being undertaken locally as there is definite appetite for some very small units and BCC would like to take a flexible approach to this particularly for those modules which are to rent. A Member commented that size standards had also become an issue at planning committees where many people object to houses being split up into small flats resulting in the number family size houses being reduced. Officers said that there were now a number of key issues that require up-dated planning guidance and practice notes. This would also help to ensure potential developers don’t need to get all the way to planning committee stage before they can gauge if it’s like they might get the go-ahead.

- Members asked if new methods of construction will require fewer numbers of workers and different types of skills than traditional house building would. Yes ‘different skills sets’ was the response but this would hopefully be a hub and spoke approach with a view to ensuring that SMEs (small and medium-sized enterprises) are also part of the whole process.

The Commission thanked the Officers for their time.

10 Bristol Local Flood Risk Management Strategy, including River Avon Flood Strategy Update

The Flood Risk Manager introduced the item to Members and confirmed that this was the annual update to the Growth and Regeneration Scrutiny Commission on progress with our Local Flood Risk Management Strategy, with a focus on the Avon Flood Strategy project. Officers were seeking Scrutiny’s advice and feedback on their progress to date and next steps.

The Commission’s views were also sought on how officers can work closer with communities to raise awareness of the flood risks posed to the city, as well as wider resilience issues. It was noted from many examples across the country that show engagement is low until an event occurs. Officers confirmed they have struggled in the past to engage with local people on this. This was perhaps because Bristol hasn’t experienced a major emergency /incident for a number of years. Officers were keen to discuss how the strategy can be used to raise awareness and advocate a more proactive approach. Officers explained the summary of works completed and how the flood defences that had been used and were successful.

The following points were discussed and questions asked:

- The two major sources of flood risk for Bristol i.e. tidal and fluvial. Members were told that there are now a number of tunnels in place that would help to prevent a repeat of the 1968 floods but there is still more preventative work that can be done.
- River Avon Flood Strategy: is one part of a much broader strategy although it is a considerable part.
- Officers said that Bristol has been lucky to-date but they want to proactively manage risks.
- The Natural Streets Approach; which reduces surface level flooding is good for biodiversity and traffic management. Officers recommended that more of these are built.
• Members asked about the Harbour operation and if this could provide any solutions. This was however already being used to its full capacity.
• Tidal flood waters; Members were told that it’s not possible to hold it back up-stream as there is not enough storage.
• It has been concluded that dredging rivers can actually make things worse by allowing larger volumes of water to enter the water ways at a faster rate.
• A tidal barrier and river front defences and public realm are currently being looked at.
• Officers asked for any advice on how they can spread messages out in the community. It was suggested that now that Neighbourhood Partnerships were no longer in existence they focus on community groups that either show an interest or on those with an environmental emphasis. Members said they were happy to be contacted about local groups in their wards.
• It was asked if the strategy had been delayed in any way as officers were exploring bigger projects and had the strategy changed. It was said that there weren’t any changes and that they were currently undertaking feasibility assessments.
• A Member said that he had followed the progress of the strategy closely for a number of years and that even though communities hadn’t really engaged in the process, there were risks and threats now more than before. And that given their positions, the potential developments at Cumberland Basin and St Philips in his view gave further cause for concern. Officers said that holistic solutions would be built in to the strategy and any potential schemes at every stage and that these would be well-thought-out before any building could be considered.
• A member suggested using the term ‘climate emergency’ to encourage more people to engage.
• It was also suggested that if there are health implications then Public Health and schools should be involved.
• Members said that the Flood Risk Management Strategy was on their radar so to speak and that there is enthusiasm to keep it on their agenda and for scrutiny to play a constructive and challenging role. It was suggested that in light of potential developments a discussion should take place to identify when this should be brought back to the commission. ACTION: for the Bristol Local Flood Risk Management Strategy to be included on the 2019/2020 Scrutiny Work Programme

11 Clean Air Plan

The Chair commented that this agenda item was in the context of the Mayors letter to the Under Secretary of State for the Environment, Dr Thérèse Coffey MP.

Officers outlined the current situation and said that the work on the Outline Business Case for the Nitrogen Dioxide Compliance Plan had taken longer than initially anticipated and so the Council was unable to submit the Plan by the requested date of December 2018. The City Council is working with Defra in continuing detailed technical work on the Outline Business Case to fully explore all possible options. This includes an option which does not require the charging of private cars.
Officers said there are two main issues needing to be addressed which are particulates and nitrogen dioxide however the burning of solid fuels is also an issue.

The Chair reiterated that this agenda item was in the context of the Mayors letter to the Under Secretary of State for the Environment which had laid out Bristol City Council's position in developing an approach to improving Bristol's air quality.

- As was stated in the report, senior officers met with the Government’s Joint Air Quality Unit on 11th February 2019 to discuss progress on the Outline Business Case (OBC). Officers said it had been reported then that BCC would not be submitting the OBC as they were relooking at alternative options to reach compliance. The letter it was said ‘sets out the Council’s position’.

- A Member asked if officers were ‘right back at the desk-top stage’ again. He stated that last March officers said they were trying to protect those on low incomes as they were most at risk but asked how was the Council protecting those at risk dying early?

- It was asked how and why other cities are doing this and Bristol isn’t yet. In response it was said that Southampton has just said that it is not doing Clean Air Zone as they need to revisit some elements first. Bristol it was said wants to learn from others too but others are changing their assumptions as well. Officers said that everyone was of the view that this needed to be done but there were also a range of other issues to consider. The modelling showed the proposed options would have a disproportionate effect those on low incomes.

- The Chair said that the Mayor speaks of unacceptable outcomes and yet the courts have said that this must be completed in the shortest possible time.

- It was suggested that a transport policy change is needed that for example targets buses and taxis. The bigger challenge it was said was cars but perhaps this was for a later day.

- Some Members described the pollution levels as a public health issue and asked why the Council couldn’t start with some practical actions such no idling zones outside schools and play areas. One Member was suggested that people should be made aware of poor air quality issues so they can take precautions. It was replied that there are high levels of pollution almost all of the time and that warnings could result in scaring people in appropriately. It was argued that at least people would be alerted to it as they are with such things as congestion problems.

- The Cabinet Member for Transport said that there will shortly be a freight consolidation trial for 6 months along the Avon Portway.

- One Member said that he had previously shown some draft plans to his residents and their view was that it could push more traffic on to A37 and negatively affect their life expectancy.

- It was strongly suggested by a Member that ‘no one has asked the poorest people what they think about this’ and that the Council was supposed to be doing this. Members subsequently requested an up-to-date timeline of what will happen when. **ACTION: Officers to provide this information to Members**

- Officers said lots of engagement work had been undertaken but not ‘public consultation’ yet because the Council doesn’t know what it is consulting on yet. The Chair said that the Mayors letter says we need to re-model again and we need resources to do it. **ACTION Members asked if they could have a breakdown of costs required.**
• Members expressed their disappointment that the Council had not moved forward on this when other cities appeared to be.
• Officers said that further technical information would be uploaded on the webpages the following day.
• **ACTION:** Members requested a progress update on the ‘no idling’ zones.
• **ACTION:** It was agreed that the presentation slides would be provided to Members and uploaded on the meeting webpage.
• Officers confirmed that they are looking at ways to accelerate the work on this so that the Council can still make its targets.

12 Exclusion of Press and Public

The following agenda item is confidential because it falls within paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

Explanation of Reasons

• By Virtue of Paragraph 3

Information relating to the financial or business affairs of any particular person (including the authority holding that information)

13 City Leap

As above

Meeting ended at 8:15pm

CHAIR __________________________
### Agenda Item 6

**Title of Report/Description**: Public Forum Statement

**Action and Deadline**: 26th July 2018

**Responsible Officer / Member**: Cabinet Member and Scrutiny Advisor, Chair of the Commission

**Action taken and date completed**: The Chair of the Scrutiny Commission has requested an all member briefing to help clarify for Members where responsibilities for transport including bus services now lie between WECA and BCC. **This briefing will take place on the 19th July 2019**

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### Agenda Item 4

**Title of Report/Description**: Minutes of Previous Meeting and Action Sheet

**Action and Deadline**: 21st February 2019

**Responsible Officer / Member**: Johanna Holmes

**Action taken and date completed**: Minor Traffic Schemes already receive a capital allocation from the Transport Capital budget.

The parking services surplus is used by Corporate Finance to underpin the Transport Revenue budget so if it were to be allocated to additional minor traffic schemes capital projects then this it would undoubtedly create a revenue pressure elsewhere in Transport.

Corporate Finance are reliant on this income. Any transfer to Minor Traffic Schemes would need to go through a Reserve Request Form process.
<table>
<thead>
<tr>
<th>Agenda Item</th>
<th>Title of Report/Description</th>
<th>Action and Deadline</th>
<th>Responsible Officer / Member</th>
<th>Action taken and date completed</th>
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<tbody>
<tr>
<td>7.</td>
<td>Scrutiny Work Programme</td>
<td>It was suggested that the Local Plan should be brought to a Scrutiny Commission meeting at the earliest opportunity.</td>
<td>Johanna Holmes</td>
<td>The Local Plan was added to the list of potential 2019 / 2020 scrutiny items for Members to select from when setting the scrutiny work programme in June 2019. Please note: as there is already a Members cross-party Local Plan Working Group that meets monthly it was unclear what further value scrutiny could bring. So this was not selected for the 2019/2020 scrutiny work programme.</td>
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<td>7</td>
<td>Scrutiny Work Programme</td>
<td>Members requested the feasibility project brief be sent to them and uploaded to the meeting webpage</td>
<td>Colin Molton / Johanna Holmes</td>
<td>This was sent to members shortly after the February meeting. Cumberland Basin has been added to the Scrutiny Commissions November 14th 2019 meeting agenda.</td>
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<td>8.</td>
<td>Performance Report - Quarter 3</td>
<td>BCP425 - Increase the number of affordable homes (AH) delivered in Bristol: ensure Commission Members have sight of more detailed information about AH when this information when it is published for the Communities Scrutiny Commission.</td>
<td>Johanna Holmes</td>
<td>This link was provided to members of the Communities Scrutiny Commission: Affordable Housing completion 2018/19 – 2020/21 sites have been plotted on GIS map which can be viewed: <a href="http://bcc.maps.arcgis.com/apps/webappviewer/index.html?id=5a002b9202984a38aa2f9dbe2652c7a7">http://bcc.maps.arcgis.com/apps/webappviewer/index.html?id=5a002b9202984a38aa2f9dbe2652c7a7</a></td>
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<td>8.</td>
<td>Performance Report - Quarter 3</td>
<td>Officers to find out if it’s possible to separate MetroBus statistics from</td>
<td>Kate Cole</td>
<td>Overall bus passenger numbers and Park &amp; Ride service passenger numbers are supplied by the various operators under the Bus Quality Partnership Schemes. The majority of services, including the various</td>
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<td>Agenda Item</td>
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<td>Metrobus routes, are run commercially so operators are not obliged to supply a more detailed breakdown. Operators may however choose to provide headline numbers in wider promotional material or press releases which are then in the public domain.</td>
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<td>9.</td>
<td>Bristol Local Flood Risk Management Strategy</td>
<td>The Local Flood Risk Management Strategy to be included on the 2019/2020 Scrutiny Work Programme</td>
<td>Johanna Holmes</td>
<td>This has been added to the Scrutiny Commissions November 14th 2019 meeting agenda.</td>
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<td>11. Clean Air Plan – Up-date</td>
<td>Members requested an up-to-date timeline of what will happen now and when.</td>
<td>Colin Molton / Johanna Holmes / Abigail Smith Clean Air Zone (CAZ) Project Manager</td>
<td>(CAZ) Project Manager: The programme was sent to all Cllrs and made public on BCC’s website on the 3rd April. It has been appended to this document for ease of reference. (CAZ) Project Manager: At this stage, there have been no additional costs above the original Cabinet approval in March 2018 to spend up to £2m. This will be kept under review - project costs were always expected to evolve as we progressed and the scope of the work developed. JAQU have been approving funding in tranches for all the CAZ projects. The presentation slides have been sent to the Commission members and uploaded to the meeting webpage. As there will not another formal Scrutiny Commission meeting until the new municipal year, an informal discussion between the Commission Members and officers took place on the 8th May 2019.</td>
<td></td>
</tr>
<tr>
<td>Agenda Item</td>
<td>Title of Report/Description</td>
<td>Action and Deadline</td>
<td>Responsible Officer / Member</td>
<td>Action taken and date completed</td>
</tr>
<tr>
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<td></td>
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<td></td>
<td>‘No Idling’ has been included on the July 23rd meeting agenda.</td>
</tr>
</tbody>
</table>
Recommendation:

The Scrutiny Commission members are asked to note the Scrutiny work programme which was unanimously agreed at the workshop on the 6th June 2019.
<table>
<thead>
<tr>
<th>People Scrutiny Commission</th>
<th>Communities Scrutiny Commission</th>
<th>Growth and Regeneration Scrutiny Commission</th>
<th>Resources Scrutiny Commission</th>
<th>Overview &amp; Scrutiny Management Board</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>July 2019</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>2pm, Thursday 18th July</td>
<td>2pm, Thursday 24th July</td>
<td>6pm, Tues 23rd July (WECA Briefing beforehand)</td>
<td></td>
<td>6pm, 17th July (MQT 5pm)</td>
</tr>
<tr>
<td>Performance Report (Q4)</td>
<td>Performance Report (Q4)</td>
<td>Performance Report (Q4)</td>
<td></td>
<td>Risk Report (Corporate)</td>
</tr>
<tr>
<td>Transition Support for Disabled Young People</td>
<td>Parks and Green Spaces Strategy (possibly allotments)</td>
<td>School Streets and No-idling</td>
<td></td>
<td>Clean Air Plan</td>
</tr>
<tr>
<td>Better Lives – focus on working age adults</td>
<td>Waste – recycling and reuse; waste minimisation; clean Streets and enforcement (including graffiti update).</td>
<td>Multimodal Transport (including mass transit and rail, interchanges, ticketing)</td>
<td></td>
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<tr>
<td>August 2019</td>
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<tr>
<td>Date TBC, 12th/13th/14th August</td>
<td></td>
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<tr>
<td>September 2019</td>
<td></td>
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<tr>
<td>6pm, Thurs, 26th September</td>
<td>6pm, 17th Sept (TBC ASAP)</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Performance Report (Q1)</td>
<td>Annual Business Report</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>People Scrutiny Commission</td>
<td>Communities Scrutiny Commission</td>
<td>Growth and Regeneration Scrutiny Commission</td>
<td>Resources Scrutiny Commission</td>
<td>Overview &amp; Scrutiny Management Board</td>
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<tr>
<td></td>
<td></td>
<td>Assets Strategy and Leadership</td>
<td>Performance Report (Q1)</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Bristol Harbour Review</td>
<td>Risk Report (TBC)</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Response to Climate Change Plan</td>
<td>Finance Monitoring Reports</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Risk Report</td>
<td>FSA / ICT Systems and Strategy</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Financial Debt / Arefars across the council</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Commercialisation and Innovation – general overview</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>Investment in Regional Community Bank and City Fund – questions only</td>
<td></td>
</tr>
<tr>
<td>October 2019</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5pm, Monday 14th October</td>
<td>5pm, Thursday 10th October</td>
<td>3pm Thurs 31st October</td>
<td>6pm Wed 2nd October (MQT 5pm)</td>
<td></td>
</tr>
<tr>
<td>Performance Report (Q1)</td>
<td>Performance Report (Q1)</td>
<td>Performance Report (Q1)</td>
<td>Performance Report (Q1)</td>
<td></td>
</tr>
<tr>
<td>SEND Standing Item -&gt; SEND OFSTED Inspection/ Improvement plan</td>
<td>Libraries (possibly 9 Dec)</td>
<td>Finance Monitoring Reports</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contextualised Safeguarding</td>
<td>Risk Report</td>
<td>Standing item – FSA/ICT Systems and Strategy Update</td>
<td>Bristol is Open</td>
<td></td>
</tr>
<tr>
<td>New Executive Safeguarding and Community Safety Board – ‘Keeping Bristol Safe Pathway Board’</td>
<td></td>
<td>Legal Services - Service Plan and Draft Strategy</td>
<td>BREXIT Preparedness Report</td>
<td></td>
</tr>
<tr>
<td>Strengthening Families Programme</td>
<td></td>
<td>Standing item - Commercialisation and Innovation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Risk Report</td>
<td></td>
<td>Collection Fund (Surplus/Deficit) Report</td>
<td></td>
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<tr>
<td>November 2019</td>
<td></td>
<td>Council Tax Base Report</td>
<td></td>
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</tr>
<tr>
<td>People Scrutiny Commission</td>
<td>Communities Scrutiny Commission</td>
<td>Growth and Regeneration Scrutiny Commission</td>
<td>Resources Scrutiny Commission</td>
<td>Overview &amp; Scrutiny Management Board</td>
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<tr>
<td>2pm, Thursday 28th November</td>
<td>6pm Thurs, 14th Nov</td>
<td></td>
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<tr>
<td>Performance Report (Q2)</td>
<td>Bristol Local Flood Risk Management Strategy, including River Avon Flood Strategy</td>
<td></td>
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</tr>
<tr>
<td>SEND Standing item -&gt; Strategy for Inclusion</td>
<td>Cumberland Basin / Western Harbour (pre-consultation Briefing early summer )</td>
<td></td>
<td></td>
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<tr>
<td>Public Health Commissioning Services</td>
<td>Temple Meads and St Philips Master Plan</td>
<td></td>
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<tr>
<td>Drug consumption rooms and assisted heroin treatment</td>
<td></td>
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<tr>
<td>Domestic abuse services – a Cabinet paper will be going to set out services.</td>
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</tbody>
</table>

### December 2019

<table>
<thead>
<tr>
<th>10am, Monday 5th December</th>
<th>2pm Thursday 12th December</th>
<th>5pm Weds, 18th December</th>
</tr>
</thead>
<tbody>
<tr>
<td>Performance Report (Q2)</td>
<td>Performance Report (Q2)</td>
<td>Performance Report Q2</td>
</tr>
<tr>
<td>Crime and Disorder – ASB and crime performance; and new structure – new governance arrangements and remit; topic under remit of Safer Bristol tbc</td>
<td></td>
<td>Risk Report (TBC)</td>
</tr>
<tr>
<td>Housing Lettings Review</td>
<td>Finance Monitoring Reports</td>
<td>Housing Company Business Plan</td>
</tr>
<tr>
<td></td>
<td>Standing item – FSA/ICT Systems and Strategy Update</td>
<td>Energy Company Business Plan</td>
</tr>
<tr>
<td></td>
<td>Information Management Strategy</td>
<td>Bristol Waste Company Business Plan</td>
</tr>
<tr>
<td></td>
<td>Standing item - Commercialisation and Innovation</td>
<td>City Leap</td>
</tr>
<tr>
<td>People Scrutiny Commission</td>
<td>Communities Scrutiny Commission</td>
<td>Growth and Regeneration Scrutiny Commission</td>
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</tbody>
</table>

**January 2020**

<table>
<thead>
<tr>
<th>6pm Weds 23rd January</th>
<th>Performance Report (Q2)</th>
<th>Budget Scrutiny TBC</th>
<th>TBC</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>TBC</td>
</tr>
</tbody>
</table>

**February 2020**

*5pm, Monday 10th February*

<table>
<thead>
<tr>
<th>SEND Standing Item – Hospital Education</th>
<th>Fixed Term Exclusions</th>
<th>Budget Scrutiny TBC</th>
</tr>
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<tbody>
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<td></td>
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</tbody>
</table>

**March 2020**

*10am, Thursday 12th March*

<table>
<thead>
<tr>
<th>Risk Report</th>
<th>Performance Report (Q3)</th>
<th>Community strategy, including community partnerships / Area Committees</th>
<th>Bristol Impact Fund (funding for the voluntary sector)</th>
</tr>
</thead>
<tbody>
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</table>

**Items to be Scheduled**

<table>
<thead>
<tr>
<th>Sports Strategy briefing</th>
<th>Community Safety</th>
<th>Council House Budgetary Programme (TBC – likely joint)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Partnership / Crime and Disorder briefing: To inform for December CSC (new structure – new governance arrangements and what is the remit).</td>
<td>item with Communities SC later in the year)</td>
<td></td>
</tr>
<tr>
<td>Performance criteria for waste – possible T&amp;F</td>
<td>Local Cycling and Walking Infrastructure Plan (to be discussed with Officers)</td>
<td></td>
</tr>
</tbody>
</table>
Report of: Colin Molton, Growth and Regeneration Executive Director
Title: Quarterly Performance Progress Report (Quarter 4 2018/19)
Ward: All wards
Officer Presenting Report: Kate Cole, Strategic Intelligence & Performance Advisor
Contact Telephone Number: 0117 9037246

Recommendation
That the performance report be noted, and scrutiny members and directors discuss progress, and measures to address performance issues are considered and implemented by relevant services.

The significant issues in the report are:
The directorate is on track with a range of measures contained within Appendix A1 which are designed to demonstrate our progress towards the delivery of the Corporate Strategy (2018-23).

Of the 29 measures reported this quarter:
- 9 (31%) are on or above target
- 18 (62%) are below target
- 15 (55%) are performing better than at the same time last year
- 9 (24%) are new measures so have no trend to report, no target or data is not yet due.
1. **Summary**

Bristol City Council’s Business Plan for April 2018–March 2019 sets out a wide range of actions that are contributing to the delivery of the Corporate Strategy 2018–2023, which set out our priorities and vision for Bristol. These actions are listed under the four strategic themes of Empowering and Caring, Fair and Inclusive, Well Connected and Wellbeing.

A number of performance measures have been identified as key measures to demonstrating delivery, and those for Growth and Regeneration are set out in Appendix A1. All BCP performance measures contained here are designed to demonstrate our progress towards the Corporate Strategy (2018-2023).

2. **Context**

This report is designed to ensure the scrutiny commission is appraised on quarterly performance in line with the directorate leadership team and cabinet members in the relevant directorate.

**The significant issues in the report are:**
The directorate is on track with a range of measures contained within Appendix A1 which are designed to demonstrate our progress towards the delivery of the Corporate Strategy (2018-2023).

Of the 29 measures reported this quarter:
- 9 (31%) are on or above target
- 18 (62%) are below target
- 15 (55%) are performing better than at the same time last year

Of the remaining measures owned by Growth and Regeneration there are 8 which are either new, so have no trend to report, or no target since a baseline is being established in 2018/19, or the data is not yet due to be reported.

**Development of Place**
- Number of affordable homes delivered this year has exceeded the annual target, although the longer term target of 800 a year by 2020 will still be challenging to achieve.
- Development Management activities supporting the residential planning application processes are on target and have improved since the same period last year.
- Ultrafast broadband delivery is well above the expected year-end target as major installation programmes continue. The Gigabit voucher scheme has also had good take-up which has contributed to this.

**Economy of Place**
- Tourism numbers to the city and visits to Bristol’s museums both finish the year well above target; there is evidence that international tourism has increased as a result of favourable exchange rates for overseas visitors.

**Housing and Landlord Services**
- The year-end quarterly rough sleeper count is below target with a greater number of rough sleepers recorded, although the recent annual rough sleeper count (from November 2018) showed a slight reduction since the 2017 count. However a number of other measures related to homelessness continue to cause concern. There are a number of initiatives are ongoing to address the symptoms although the underlying causes remain more complex.
Management of Place

- The 2018 Quality of Life survey results are reported for the first time this quarter; overall there have been reductions in satisfaction by citizens across a number of factors with only 4 showing improved satisfaction since the 2017 survey. There is evidence from the Local Government Association’s own research (Polling on resident satisfaction with councils: Round 21 published in October 2018) that downward “overall satisfaction with everything” is being widely reported across local authorities. Further work is underway with the 2018 results, particularly in respect of issues relating to the “deprivation gap”.
- There has been a positive 6.4% rise in passenger numbers overall this year; introduction of the final Metrobus routes have played a key part in this.

3. Policy
Performance is reported as part of quarterly governance process as soon as possible after gathering all the necessary data.

4. Consultation

a) Internal
Performance progress has been presented to the Growth and Regeneration directorate management team and cabinet leads prior to the production of this report.

b) External
Not applicable

5. Public Sector Equality Duties

5a) Before making a decision, section 149 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 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' 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.

5b) Not applicable

Appendices:
Appendix A1: Quarterly Performance report

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985
Background Papers: None
# Growth & Regeneration Directorate – Q4 2018/19 Performance Summary

## DEVELOPMENT OF PLACE

<table>
<thead>
<tr>
<th>Title</th>
<th>Target status</th>
</tr>
</thead>
<tbody>
<tr>
<td>BCP425: Increase the number of affordable homes delivered in Bristol</td>
<td>Above</td>
</tr>
<tr>
<td>BCP433: Reduce the total CO2 emissions in Bristol City (k tonnes)</td>
<td>Well Above</td>
</tr>
<tr>
<td>BCP436: Improve the percentage of premises that have access to Ultrafast Broadband</td>
<td>Well Above</td>
</tr>
</tbody>
</table>

## ECONOMY OF PLACE

<table>
<thead>
<tr>
<th>Title</th>
<th>Target status</th>
</tr>
</thead>
<tbody>
<tr>
<td>BCP410: Increase the number of visitors to Bristol Museums, Galleries and Archives</td>
<td>Well Above</td>
</tr>
<tr>
<td>BCP411: Increase the percentage of people who take part in cultural activities at least once a month (QoL)</td>
<td>Well Below</td>
</tr>
<tr>
<td>BCP415: Increase the number of tourists to the city</td>
<td>Well Above</td>
</tr>
</tbody>
</table>

## MANAGEMENT OF PLACE

<table>
<thead>
<tr>
<th>Title</th>
<th>Target status</th>
</tr>
</thead>
<tbody>
<tr>
<td>BCP312: Increase percentage of respondents who volunteer or help out in their community at least 3 times a year</td>
<td>Below</td>
</tr>
<tr>
<td>BCP315: Increase the percentage of people who feel they can influence local decisions</td>
<td>Well Below</td>
</tr>
<tr>
<td>BCP324: Increase the % of people who feel they belong to their neighbourhood (QoL)</td>
<td>Below</td>
</tr>
<tr>
<td>BCP475: Increase the number of passenger journeys on buses</td>
<td>Above</td>
</tr>
<tr>
<td>BCP540: Reduce the percentage of people who feel that street litter is a problem in their area (QoL)</td>
<td>Well Below</td>
</tr>
<tr>
<td>BCP541: Increase the % of household waste sent for reuse, recycling and composting</td>
<td>Below</td>
</tr>
</tbody>
</table>

## HOUSING & LANLORD SERVICES

<table>
<thead>
<tr>
<th>Title</th>
<th>Target status</th>
</tr>
</thead>
<tbody>
<tr>
<td>BCP307: Number of disabled people enabled to live more independently through home adaptations</td>
<td>Well Above</td>
</tr>
<tr>
<td>BCP310: Increase the number of private sector dwellings returned into occupation.</td>
<td>Well Above</td>
</tr>
<tr>
<td>BCP352a/b: Reduce number of people sleeping rough on a single night (annual and quarterly counts)</td>
<td>Below</td>
</tr>
<tr>
<td>BCP354: Increase number of homeless households helped by housing advice service to prevent homelessness</td>
<td>Well Below</td>
</tr>
<tr>
<td>BCP356: Number of households who were in Temporary Accommodation for more than 6 months</td>
<td>Below</td>
</tr>
</tbody>
</table>

## OVERALL SUMMARY:

(of BCPs reported this period)

- 31% (9) PIs On / Above target
- 55% (15) PIs Better than last year
<table>
<thead>
<tr>
<th>Corp Plan Ref</th>
<th>PI Code</th>
<th>Title</th>
<th>+/-</th>
<th>2017-18 Outturn</th>
<th>2018-19 Target</th>
<th>Q1 Actual</th>
<th>Q2 Actual</th>
<th>Q3 Actual</th>
<th>Q4 Actual</th>
<th>Comparison over 12 months</th>
<th>Officer Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>G&amp;R - Develop</td>
<td>F1 FI1</td>
<td>BCP425</td>
<td>Increase the number</td>
<td>+</td>
<td>188</td>
<td>240</td>
<td>18</td>
<td>47</td>
<td>162</td>
<td>260</td>
<td>↑</td>
</tr>
<tr>
<td>G&amp;R - Develop</td>
<td>WC2 WC2</td>
<td>BCP436</td>
<td>Improve the percentage of premises that have access to Ultrafast Broadband</td>
<td>+</td>
<td>46.70%</td>
<td>65.00%</td>
<td>n/a</td>
<td>84.70%</td>
<td>n/a</td>
<td>88.40%</td>
<td>↑</td>
</tr>
<tr>
<td>G&amp;R - Economy</td>
<td>W4 W4</td>
<td>BCP410</td>
<td>Increase the number of visitors to Bristol Museums, Galleries and Archives</td>
<td>+</td>
<td>1,043,999</td>
<td>1,000,000</td>
<td>262,993</td>
<td>724,504</td>
<td>982,271</td>
<td>1,323,783</td>
<td>↑</td>
</tr>
<tr>
<td>G&amp;R - Economy</td>
<td>W4 W4</td>
<td>BCP415</td>
<td>Increase the number of tourists to the city</td>
<td>+</td>
<td>3,955,153</td>
<td>4,000,000</td>
<td>1,179,435</td>
<td>2,463,379</td>
<td>3,293,833</td>
<td>4,487,329</td>
<td>↑</td>
</tr>
<tr>
<td>G&amp;R - Economy</td>
<td>WOP4 WOP4</td>
<td>BCP428</td>
<td>Increase annual revenue generated from the council’s investment estate</td>
<td>+</td>
<td>n/a</td>
<td>£80,000</td>
<td>£163,610</td>
<td>£166,072</td>
<td>£227,499</td>
<td>£275,243</td>
<td>n/a</td>
</tr>
<tr>
<td>Corp Plan Ref</td>
<td>PI Code</td>
<td>Title</td>
<td>+/-</td>
<td>2017-18 Outturn</td>
<td>2018-19 Target</td>
<td>Q1 Actual</td>
<td>Q2 Actual</td>
<td>Q3 Actual</td>
<td>Q4 Actual</td>
<td>Comparison over 12 months</td>
<td>Officer Notes</td>
</tr>
<tr>
<td>---------------</td>
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<td>-----------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>EC1</td>
<td>BCP307</td>
<td>Number of disabled people enabled to live more independently through home adaptations</td>
<td>+</td>
<td>2,373</td>
<td>2,450</td>
<td>650</td>
<td>1,195</td>
<td>2,327</td>
<td>3,938</td>
<td>↑</td>
<td>As a result of the service taking over the installation of all Technology Enabled Care installations the end of year target has been exceeded. These changes in delivery were not known when the 2018-19 target was initially set.</td>
</tr>
<tr>
<td>FI1</td>
<td>BCP310</td>
<td>Increase the number of private sector dwellings returned into occupation</td>
<td>+</td>
<td>381</td>
<td>480</td>
<td>210</td>
<td>307</td>
<td>494</td>
<td>537</td>
<td>↑</td>
<td>The end of year target had been exceeded in Q3 as a result of two large empty properties being brought back into use with 96 units of accommodation. This success has positively skewed the results. This outcome is unlikely to be replicated in 2019/20.</td>
</tr>
<tr>
<td>EE</td>
<td>BCP352b</td>
<td>Number of people sleeping rough on a single night in Bristol - BCC quarterly Count</td>
<td>-</td>
<td>66</td>
<td>60</td>
<td>83</td>
<td>82</td>
<td>55</td>
<td>72</td>
<td>↓</td>
<td>The closing of the Winter Shelter funded by Ministry of Housing, Communities and Local Government (MHCLG) and the Churches winter shelter has had a knock on effect and increased the number of people sleeping rough on the quarterly count at the end of March. The Rapid Rehousing Pathway services - a sit up Hub for those new to the streets with access to private rental sector accommodation and support - are currently being implemented and it is expected that this will prevent some people from ending up rough sleeping. Developing further shelter provision is being explored. MHCLG funded services are helping to reduce rough sleeping but not tackling the underlying causes of lack of affordable housing and the impact of Welfare Benefit Reform</td>
</tr>
<tr>
<td>EC1</td>
<td>BCP354</td>
<td>Increase number of homeless households helped by housing advice service to prevent homelessness</td>
<td>+</td>
<td>22.05</td>
<td>24</td>
<td>6.03</td>
<td>10.87</td>
<td>14.74</td>
<td>18.61</td>
<td>↓</td>
<td>The reduction in preventions for 18/19 roughly correlates with the reduction in the number of Discretionary Housing Payments (DHP) during the year. Contributing factors are a reduction in DHP budget 2018/19 compared with 2017/18 and individual awards being of a higher value compared to 2017/18.</td>
</tr>
<tr>
<td>EC1</td>
<td>BCP356</td>
<td>Number of households who were in Temporary Accommodation for more than 6 months</td>
<td>-</td>
<td>287</td>
<td>260</td>
<td>261</td>
<td>261</td>
<td>242</td>
<td>265 Above target</td>
<td>Housing Options have focussed on moving &quot;long stayers&quot; out of temporary accommodation (TA). Despite maintaining the level of direct offers from BCC Landlord Services and targeting households in TA Q4 outturn is slightly over target. A gradual increasing trend of households in TA has contributed to this</td>
<td></td>
</tr>
</tbody>
</table>
### Corp Plan Ref | PI Code | Title | +/- | 2017-18 Outturn | 2018-19 Target | Q1 Actual | Q2 Actual | Q3 Actual | Q4 Actual | Comparison over 12 months | Officer Notes
--- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | ---
**G&R - Management of Place**

| WC1 | BCP474 | Increase the number of single journeys on Park & Ride into Bristol | + | 1,533,679 | Target not set | 398,647 | 813,602 | 1,268,504 | 1,716,174 | ↑ | Park and ride journeys are up 11.9% on the same period in 2017/18 when 1,533,679 single journeys were reported. This figure includes park & ride services 902, 903, 904 & 505. From September 2018 the 903 was replaced by the Metrobus service m2. No target is currently set as this measure is under review and now needs to reflect changes in park and ride services and the introduction of Metrobus routes.

| WC1 | BCP475 | Increase the number of passenger journeys on buses | + | 39,676,021 | 39,000,000 | 10,531,560 | 21,340,443 | 32,038,930 | 42,216,084 | ↑ | Just below target but a strong improvement this time last year.

| W2 | BCP541 | Increase the percentage of household waste sent for reuse, recycling and composting | + | 46.10% | 48.75% | 46.70% | 48.00% | 45.00% | 45.70% | ↓ | BWC annual performance target for 18/19 is 46%

| W2 | BCP542 | Reduce the percentage of municipal waste sent to landfill | - | 20.80% | 15.00% | 15.00% | 17.00% | 14.00% | 15.80% | ↑ |

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### Corp Plan Ref | PI Code | Title | +/- | 2017-18 Outturn | 2018-19 Target | Q1 Actual | Q2 Actual | Q3 Actual | Q4 Actual | Comparison over 12 months | Officer Notes
--- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | ---
**G&R - Development of Place**

| FI1 | BCP430a | Increase the number of new homes to meet the corporate target | + | 1,454 | 2,000 | n/a | n/a | n/a | Date not due | n/a | This is a new measure for 2018/19: completion of new dwellings (excluding student accommodation) in 2017/18 totalled 1,454, which was an increase from 1,294 the previous year. 186 self-contained student accommodation units were completed in 2017/18 and 700 were completed in the previous year. The total net additional homes total for 2017/18 was 1,640; this figure is recorded by Ministry of Housing, Communities and Local Government (MHCLG) through Housing Reconciliation Flows returns. It is anticipated that the figure for 2018/19 will be available for reporting at Q3 of 2019/20 following site visits during May/June 2019.
<table>
<thead>
<tr>
<th>Corp Plan Ref</th>
<th>PI Code</th>
<th>Title</th>
<th>+/-</th>
<th>2017-18 Outturn</th>
<th>2018-19 Target</th>
<th>Q1 Actual</th>
<th>Q2 Actual</th>
<th>Q3 Actual</th>
<th>Q4 Actual</th>
<th>Comparison over 12 months</th>
<th>Officer Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>W2</td>
<td>BCP433</td>
<td>Reduce the total CO2 emissions in Bristol City (k tonnes)</td>
<td>-</td>
<td>1,640.00</td>
<td>1,600.00</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>1,547.00</td>
<td>↑</td>
<td>The outturn reported is for the calendar year 2016. Bristol’s carbon emissions continue to fall (35% since 2005) due to reductions in energy use in the city (particularly gas use) and national electricity supply including more renewable energy and less coal.</td>
</tr>
<tr>
<td>W2</td>
<td>BCP434</td>
<td>Reduce the proportion of deaths attributed to particulate air pollution</td>
<td>-</td>
<td>5.30%</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>Date not due</td>
<td>n/a</td>
<td></td>
<td>This indicator is based on Public Health England data and calculations. These show that for the last year of data (2016) the fraction of deaths attributable to pollution from particulates rose significantly reversing a general downward trend of the previous 5 years. It is based on the fraction of very small particles (&lt;2.5 micro metres) arising from human action. The main sources of this within the city are traffic and combustion.</td>
</tr>
<tr>
<td>W4</td>
<td>BCP411</td>
<td>Increase the percentage of people who take part in cultural activities at least once a month (QoL)</td>
<td>-</td>
<td>50.00%</td>
<td>51.00%</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>45.50%</td>
<td>↓</td>
<td>The Quality of Life (QoL) survey provides an annual snapshot of the quality of life in Bristol. The 2018 survey was sent to a random sample of 29,000 Bristol households over the autumn of 2018. Full results can be seen at <a href="https://www.bristol.gov.uk/statistics-census-information/the-quality-of-life-in-bristol">https://www.bristol.gov.uk/statistics-census-information/the-quality-of-life-in-bristol</a></td>
</tr>
<tr>
<td>WC4</td>
<td>BCP412</td>
<td>Increase the percentage satisfied with the range and quality of outdoor events in Bristol (QoL)</td>
<td>+</td>
<td>77.00%</td>
<td>78.00%</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>76.60%</td>
<td>↓</td>
<td>The Quality of Life (QoL) survey provides an annual snapshot of the quality of life in Bristol. The 2018 survey was sent to a random sample of 29,000 Bristol households over the autumn of 2018. Full results can be seen at <a href="https://www.bristol.gov.uk/statistics-census-information/the-quality-of-life-in-bristol">https://www.bristol.gov.uk/statistics-census-information/the-quality-of-life-in-bristol</a></td>
</tr>
<tr>
<td>W4</td>
<td>BCP412a</td>
<td>Increase the % satisfied (in deprived areas) with the range and quality of outdoor events (QoL)</td>
<td>+</td>
<td>67.00%</td>
<td>68.00%</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>66.40%</td>
<td>↓</td>
<td>There is a clear gap between the 10% most deprived areas of the city and the Bristol average which is reported as 76.6%. Deprivation areas are based on the 2015 Index of Multiple Deprivation which is mapped against the Lower Super Output Areas (LSOA). The Quality of Life (QoL) survey provides an annual snapshot of the quality of life in Bristol. The 2018 survey was sent to a random sample of 29,000 Bristol households over the autumn of 2018. Full results can be seen at <a href="https://www.bristol.gov.uk/statistics-census-information/the-quality-of-life-in-bristol">https://www.bristol.gov.uk/statistics-census-information/the-quality-of-life-in-bristol</a></td>
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<td>Title</td>
<td>+/- 2017-18 Outturn</td>
<td>2018-19 Target</td>
<td>Q1 Actual</td>
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<td></td>
</tr>
<tr>
<td>WC2</td>
<td>BCP419</td>
<td>Increase the percentage of residents who have used the internet in the last three months (QoL)</td>
<td>+</td>
<td>93.60%</td>
<td>94.00%</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>Not reported</td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td>WC1</td>
<td>BCP470</td>
<td>Reduce the percentage of people saying that traffic congestion is a problem in their area (QoL)</td>
<td>-</td>
<td>74.00%</td>
<td>73.00%</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>80.20%</td>
<td>Reducing congestion is an increasing issue. There have been a number of major roadway schemes ongoing and completing this year in and around the city such as the Metrobus and Temple Circus which are likely to influence the perception of congestion. The Quality of Life (QoL) survey provides an annual snapshot of the quality of life in Bristol. The 2018 survey was sent to a random sample of 29,000 Bristol households over the autumn of 2018. Full results can be seen at <a href="https://www.bristol.gov.uk/statistics-census-information/the-quality-of-life-in-bristol">https://www.bristol.gov.uk/statistics-census-information/the-quality-of-life-in-bristol</a></td>
<td></td>
</tr>
<tr>
<td>W2</td>
<td>BCP480</td>
<td>Increase the % of monitoring sites that meet the annual air quality target for nitrogen dioxide</td>
<td>+</td>
<td>-n/a</td>
<td>Establish Benchmark</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>Data not yet available</td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td>EC4</td>
<td>BCP305</td>
<td>Increase percentage of local authority tenants satisfied with landlord services</td>
<td>+</td>
<td>Not available</td>
<td>77.00%</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>Data not entered</td>
<td>Not applicable See officer notes</td>
<td></td>
</tr>
</tbody>
</table>

G&R - Housing and Landlord Services

- The single annual tenant satisfaction survey was not carried out in 2018; however we commissioned four rolling satisfaction surveys from a market research company and results from tenants are comparable with last year. The headline results from rolling satisfaction surveys are:
  - Anti-social Behaviour (ASB) - satisfaction with way case handled 51% (49.9% last year)
  - Gas Servicing - satisfaction with service: 97% (98% last year)
  - Response Repairs - satisfaction with quality of repair: 94% (90% last year)
  - New Tenancies - Overall Satisfaction 86% (85% last year)
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<tbody>
<tr>
<td>EC1</td>
<td>BCP352a</td>
<td>Reduce the number of people sleeping rough on a single night in Bristol - Annual Count</td>
<td></td>
<td>86</td>
<td>75</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>82</td>
<td>↑</td>
<td></td>
</tr>
</tbody>
</table>

MHCLG’s Rough Sleeping Strategy has brought new funding streams on line to prevent and reduce rough sleeping. As some of the previous MHCLG funding comes to an end, new funding streams have been awarded. Rough Sleeper Initiative funding for 2018-20 is having some impact on reducing rough sleeping. Additionally we are one of 11 ‘early adopters’ of a Rapid Rehousing Pathway model (a sit up Hub for those new to the streets with access to private rental sector accommodation and support). These funding streams are helping to reduce rough sleeping addressing the symptoms but not the causes - and the flow of people onto the streets - of lack of affordable housing and the impact of Welfare Benefit Reform.

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<tr>
<th>G&amp;R - Management of Place</th>
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</thead>
<tbody>
<tr>
<td>BCP312</td>
<td>Increase % respondents who volunteer or help out in their community at least 3 times a year (QoL)</td>
<td>+</td>
<td>66.00%</td>
<td>68.00%</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>67.80%</td>
<td>↑</td>
<td></td>
</tr>
</tbody>
</table>

A rise of 1.8% on last year demonstrates that as a city we continue to grow our social action base and this is to be celebrated. The fact we are under target tells us that we were over ambitious in the target we set and this will inform our approach next year. Social action is not something BCC can ‘deliver’ on its own, by its nature it is done by others but BCC can enable and facilitate to support and the clear call to action in the Mayor’s Social Action Plan.

The Quality of Life (QoL) survey provides an annual snapshot of the quality of life in Bristol. The 2018 survey was sent to a random sample of 29,000 Bristol households over the autumn of 2018. Full results can be seen at [https://www.bristol.gov.uk/statistics-census-information/the-quality-of-life-in-bristol](https://www.bristol.gov.uk/statistics-census-information/the-quality-of-life-in-bristol)

| BCP313    | Reduce % living in the most deprived areas lacking information to get involved in community (QoL) | -   | 32.00%         | 30.00%         | n/a       | n/a       | n/a       | 32.80%     | ↓                         |               |

The Quality of Life (QoL) survey provides an annual snapshot of the quality of life in Bristol. The 2018 survey was sent to a random sample of 29,000 Bristol households over the autumn of 2018. Full results can be seen at [https://www.bristol.gov.uk/statistics-census-information/the-quality-of-life-in-bristol](https://www.bristol.gov.uk/statistics-census-information/the-quality-of-life-in-bristol)
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</thead>
<tbody>
<tr>
<td>WC4</td>
<td>BCP315</td>
<td>Increase the percentage of people who feel they can influence local decisions (QoL)</td>
<td>+</td>
<td>25.50%</td>
<td>26.00%</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>17.60%</td>
<td>Red</td>
<td>The Neighbourhood Management Service / Neighbourhood Partnerships previously played a key role in sharing information with local communities across the city; following service re-design there may have been an impact on information reaching people particularly in the period of change during the first 6 months of 2018/19 which has resulted in reduced performance of this measure. The Quality of Life (QoL) survey provides an annual snapshot of the quality of life in Bristol. The 2018 survey was sent to a random sample of 29,000 Bristol households over the autumn of 2018. Full results can be seen at <a href="https://www.bristol.gov.uk/statistics-census-information/the-quality-of-life-in-bristol">https://www.bristol.gov.uk/statistics-census-information/the-quality-of-life-in-bristol</a></td>
</tr>
<tr>
<td>WC3</td>
<td>BCP323</td>
<td>Increase % of people who see friends and family as much as they want to (QoL)</td>
<td>+</td>
<td>80.10%</td>
<td>81.00%</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>80.40%</td>
<td>Green</td>
<td>This is a new target. It is not possible to draw conclusions but its sends a message which should be noted. The Quality of Life (QoL) survey provides an annual snapshot of the quality of life in Bristol. The 2018 survey was sent to a random sample of 29,000 Bristol households over the autumn of 2018. Full results can be seen at <a href="https://www.bristol.gov.uk/statistics-census-information/the-quality-of-life-in-bristol">https://www.bristol.gov.uk/statistics-census-information/the-quality-of-life-in-bristol</a></td>
</tr>
<tr>
<td>Fi4</td>
<td>BCP324</td>
<td>Increase the percentage of people who feel they belong to their neighbourhood (QoL)</td>
<td>+</td>
<td>59.70%</td>
<td>61.00%</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>59.40%</td>
<td>Red</td>
<td>The Quality of Life (QoL) survey provides an annual snapshot of the quality of life in Bristol. The 2018 survey was sent to a random sample of 29,000 Bristol households over the autumn of 2018. Full results can be seen at <a href="https://www.bristol.gov.uk/statistics-census-information/the-quality-of-life-in-bristol">https://www.bristol.gov.uk/statistics-census-information/the-quality-of-life-in-bristol</a></td>
</tr>
<tr>
<td>Fi4</td>
<td>BCP326</td>
<td>Increase the % of people in the most deprived areas who are satisfied with their local area (QoL)</td>
<td>+</td>
<td>55.90%</td>
<td>57.00%</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>46.30%</td>
<td>Red</td>
<td>There has been a significant reduction in neighbourhood and community based services across the council during 17/18 and 18/19 following service re-design which is likely to impacted on the reduced performance. The Quality of Life (QoL) survey provides an annual snapshot of the quality of life in Bristol. The 2018 survey was sent to a random sample of 29,000 Bristol households over the autumn of 2018. Full results can be seen at <a href="https://www.bristol.gov.uk/statistics-census-information/the-quality-of-life-in-bristol">https://www.bristol.gov.uk/statistics-census-information/the-quality-of-life-in-bristol</a></td>
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</tr>
<tr>
<td>W2</td>
<td>BCP333</td>
<td>Increase the percentage of residents visiting a park or open space at least once a week (QoL)</td>
<td>+</td>
<td>55.70%</td>
<td>57.00%</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>49.70%</td>
<td>▼</td>
<td>Traditionally frequency of visits follows the trend in satisfaction with quality but the previous results did not follow this trend making predictions difficult. The high temperatures and sustained good weather this year should serve to increase visitor numbers. The Quality of Life (QoL) survey provides an annual snapshot of the quality of life in Bristol. The 2018 survey was sent to a random sample of 29,000 Bristol households over the autumn of 2018. Full results can be seen at <a href="https://www.bristol.gov.uk/statistics-census-information/the-quality-of-life-in-bristol">https://www.bristol.gov.uk/statistics-census-information/the-quality-of-life-in-bristol</a></td>
</tr>
<tr>
<td>W3</td>
<td>BCP334</td>
<td>Reduce the percentage of the population living in Fuel Poverty</td>
<td>+</td>
<td>12.90%</td>
<td>12.90%</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>10.80%</td>
<td>▲</td>
<td>Based on the LIHC (low income, high cost) definition, there are an estimated 20,709 fuel poor households in Bristol, which is 10.8% of all households. This is higher than the rest of South West where 10.2% are fuel poor, but lower than England overall, where 11.1% are fuel poor. This measure is reported around eighteen months in arrears.</td>
</tr>
<tr>
<td>W2</td>
<td>BCP471</td>
<td>Improve journey time reliability during the morning peak travel period</td>
<td>+</td>
<td>n/a</td>
<td>Establish Benchmark</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>Data not yet available n/a</td>
<td>New measure, methodology to be finalised.</td>
<td></td>
</tr>
<tr>
<td>W2</td>
<td>BCP476</td>
<td>Increase the number of people travelling actively to work by walking and cycling</td>
<td>+</td>
<td>n/a</td>
<td>Establish Benchmark</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>Data not yet available n/a</td>
<td>The headline report for the Travelwest 2018 survey reports that 14% travel to work by cycle and 13% walk (this is for the West of England area). Data is still being analysed for local results just for Bristol. The full Travelwest 2018 report can be seen at <a href="https://s3-eu-west-1.amazonaws.com/travelwest/wp-content/uploads/2017/11/All-Organisations_2018.pdf">https://s3-eu-west-1.amazonaws.com/travelwest/wp-content/uploads/2017/11/All-Organisations_2018.pdf</a></td>
<td></td>
</tr>
<tr>
<td>W2</td>
<td>BCP540</td>
<td>Reduce percentage of people who feel that street litter is a problem in their neighbourhood (QoL)</td>
<td>-</td>
<td>79.70%</td>
<td>70.00%</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>82.40%</td>
<td>▼</td>
<td>Cleanliness surveys were carried out in Q3 to establish realistic and current benchmark to assist future measurement, data not yet available. The Quality of Life (QoL) survey provides an annual snapshot of the quality of life in Bristol. The 2018 survey was sent to a random sample of 29,000 Bristol households over the autumn of 2018. Full results can be seen at <a href="https://www.bristol.gov.uk/statistics-census-information/the-quality-of-life-in-bristol">https://www.bristol.gov.uk/statistics-census-information/the-quality-of-life-in-bristol</a></td>
</tr>
<tr>
<td>W2</td>
<td>BCP543</td>
<td>Improve street and environmental cleanliness (percentage of litter) B+ grade or better</td>
<td>+</td>
<td>47%</td>
<td>n/a</td>
<td>n/a</td>
<td>7%</td>
<td>Data not entered</td>
<td>n/a</td>
<td>A new survey was undertaken in November 2018. The same survey was previously completed in 2015/16 showing a litter percentage of 6%. The results are compiled from visual inspections of a sample of areas around the city.</td>
<td></td>
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</table>
##Corporation Strategy - Key Commitments

<table>
<thead>
<tr>
<th>Progress Key</th>
<th>Improvement Key</th>
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<tbody>
<tr>
<td>Well Above Target</td>
<td>Direction of travel IMPROVED compared to same period in the previous year</td>
</tr>
<tr>
<td>Above Target</td>
<td>SAME as previous same period in the previous year</td>
</tr>
<tr>
<td>On Target</td>
<td>Direction of travel WORSENED compared to same period in the previous year</td>
</tr>
<tr>
<td>Well Below Target</td>
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</table>

###Empowering & Caring
- **EC1** Give our children the best start in life by protecting and developing children’s centre services, being great corporate parents and protecting children from exploitation or harm.
- **EC2** Reduce the overall level of homelessness and rough sleeping, with no-one needing to spend a ‘second night out’.
- **EC3** Provide ‘help to help yourself’ and ‘help when you need it’ through a sustainable, safe and diverse system of social care and safeguarding provision, with a focus on early help and intervention.
- **EC4** Prioritise community development and enable people to support their community.

###Fair & Inclusive
- **FI1** Make sure that 2,000 new homes (800 affordable) are built in Bristol each year by 2020.
- **FI2** Improve educational outcomes and reduce educational inequality, whilst ensuring there are enough school places to meet demand and with a transparent admissions process.
- **FI3** Develop a diverse economy that offers opportunity to all and makes quality work experience and apprenticeships available to every young person.
- **FI4** Help develop balanced communities which are inclusive and avoid negative impacts from gentrification.

###Wellbeing
- **W1** Embed health in all our policies to improve physical and mental health and wellbeing, reducing inequalities and the demand for acute services.
- **W2** Keep Bristol on course to be run entirely on clean energy by 2050 whilst improving our environment to ensure people enjoy cleaner air, cleaner streets and access to parks and green spaces.
- **W3** Tackle food and fuel poverty.
- **W4** Keep Bristol a leading cultural city, helping make culture, sport and play accessible to all.

###Well-Connected
- **WC1** Improve physical and geographical connectivity; tackling congestion and progressing towards a mass transit system.
- **WC2** Make progress towards being the UK’s best digitally connected city.
- **WC3** Reduce social and economic isolation and help connect people to people, people to jobs and people to opportunity.
- **WC4** Work with cultural partners to involve citizens in the ‘Bristol’ story, giving everyone in the city a stake in our long-term strategies and sense of connection.

###Workplace Organisational Priorities
- **WOP1** Redesign the council to work effectively as a smaller organisation.
- **WOP2** Equip our colleagues to be as productive and efficient as possible.
- **WOP3** Make sure we have an inclusive, high-performing, healthy and motivated workforce.
- **WOP4** Be responsible financial managers and explore new commercial ideas.
Title: Public Transport

Officer Presenting Report: Ed Plowden - Service Manager, Sustainable Transport

Recommendation:

For Members to consider and comment on the following ‘Public Transport’ information provided by Transport Officers.
Public Transport – Growth and Regeneration Scrutiny Commission 23rd July 2019
Overview

- Bus Strategy, key features
- Bus Deal – emerging overview
- Ticketing – overview
- RTI – key features
- WECA and Transport Integration project

- Questions at the end of each section – to be guided by Chair
Bus Strategy – work areas

Tasks completed
- Definition of objectives
- Production of Overview Document to accompany consultation on JLTP4
- Initial engagement with bus operators
- Assessment of delivery frameworks

Tasks ongoing
- Complete network review
- Identification of gaps in provision
- Assessment of options for networks
- Bus Information Strategy
- Ticketing Strategy
- Consultation
- Final amendments
- Adoption
Challenges

National and local policies favour cars:

- Taxes and fuel costs
- Funding and appraisal
- Planning and spatial policies

We’re bucking the national trend of declining use through:

- Rollout of resident parking schemes
- Investment in infrastructure and information – RTI, GBBN, Bath Package, Rural Bus Challenge, BBAF, Better Bus Area, Local Growth Fund, metrobus etc
- Simplified fares, ticketing and means of payment
- Demographic changes – students and young people
- Operator initiatives and investment

Growth and Regeneration
Local and Sustainable Transport
### BUS STRATEGY OBJECTIVES

<table>
<thead>
<tr>
<th>JLTP Objective</th>
<th>Bus Strategy Objective</th>
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<tbody>
<tr>
<td>Support sustainable economic growth</td>
<td>Deliver a comprehensive bus network, maximise bus service reliability, reduce journey times and deliver smart and integrated ticketing</td>
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<tr>
<td>Promote equality and accessibility</td>
<td>Increase availability of accessible passenger waiting facilities and vehicles, thereby improving access to key employment, health and leisure destinations for everyone</td>
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**Page 47**

- **JTS** - ambitious forecast for modal shift against backdrop of growth in jobs and housing
- **JTS** envisaged a 140% growth in public transport trip numbers for commuting trips, which provides...
- ...JLTP4 target for bus growth...100%
- Ambitious growth = radical interventions?
REVIEW OF NETWORK – FINDINGS SO FAR

- Core urban and inter-urban corridors have reasonable frequencies and robust mode share
- Some gaps in network – including coverage in (and links to) Bristol North Fringe, rural areas off core corridors and certain times of day
- Relatively small amount of duplication of service provision through competition
- Contraction in supply and risk-averse attitude – e.g. towards serving new developments
- Unpredictable journey times owing to congestion, road works, inconsiderate parking
- Progressive reduction in urban cross-city services to mitigate the impact of congestion
- Reduced dwell times at bus stops through off-bus and mobile ticketing
- Passengers relate to routes rather than network as a whole – untapped demand
NETWORK OPTIONS – emerging option

- ‘Clean sheet of paper’ approach requested. Initial work focussed on Bristol urban area – Bath and rural & inter-urban network proposals to follow.
- Arup highlight potential to improve network efficiency & grow patronage, through:
  - High frequencies on radials and strong, frequent orbital services, to open up wider range of destinations
  - Core radials have similar network pattern to now but reduced frequencies on some inner sections of route
  - Major upgrades to (and reliance on) interchanges (facilities and branding)
  - Enable network to be used by passengers as a network, via interchange
  - Co-ordinate services to function together as a network - including cross-city service operation and cross-subsidised network approach
  - Additional bus priorities vital to enable cross-city services to work efficiently
  - Better accessibility in some areas offset by overall reduction in direct routes, greater walking distances and reliance on interchange. This may increase demand for complementary door-to-door transport such as dial-a-ride or shared taxis.
  - Work ongoing including issues around city centre operation
Network options - implications

Issues:

- Operators will not compromise punctuality by re-introducing cross-city services without **radical bus priorities**. This may be a show-stopper.

- Passengers do not generally like interchange - perceived as unreliable and time-consuming/costly

- Operators do not regard orbital services as viable and are unwilling to cross-subsidise from radial services

- Competing demands for space to provide high-quality interchange and impact on public realm

- Multi-operator ticketing essential
Consultation

- Consultation is vital on key principles
  - To test the “interchange network” principle on passengers and get views on what’s needed to make it work
  - To seek tacit support for significant reprioritisation of road space
  - To “sell” the benefits of good bus provision as a way of reducing traffic congestion and tackling air quality
  - To seek support for cross-subsidisation
  - To seek views on the appropriate level of revenue support from the public purse and how it should prioritised
WHAT NEEDS TO BE DONE

Phase 1 completion of strategy:
- Completion of review of current network and identification of gaps in provision
- Completion of document to support consultation

Consideration under Phase 2:
- Network proposals for areas outside Bristol urban area
- Bus Information Strategy
- Specific focus on services for rural areas
- Specific focus on provision of transport to/from education for non-entitled scholars
- The role of community transport and shared taxi services
Key Messages...

- Road space allocation
- Financial support
- Impact of wider policies on bus patronage
- Difficult decisions vs target
Questions
Bus Deal

A partnership agreement with bus operator(s) with the following primary objectives:

- Double the modal share of bus to 20% of all journeys in Bristol by 2031 (subject to Bus Strategy target confirmation)
- Double the frequency of bus services on main routes
- Use new technology to inform where services are most delayed
- Deliver investment in a greener and more modern bus fleet for Bristol
- Promote and deliver infrastructure schemes and service levels which make the bus a more attractive option for travel across the City
Bus Deal

Key features of the Deal will be commitments from each party directly aimed at improving the quality of bus services in the City, including:

- A commitment to deliver the doubling of bus frequencies on key radial routes into the city
- Investment in significant highway works to improve bus service punctuality performance and to reduce journey
- Investment in more buses and cleaner buses, including a major investment in bio-methane gas fuelled buses, in support of Clean Air and Carbon plans (77 new gas buses arriving from January 2020)
Bus Deal

- Will include an ambitious programme of work to deliver significant improvements for existing and future bus passengers
- Already using modern applications to identify hotspots and target improvements based on maximising movement of people
- Involve a review of policy options to improve bus services
- Will develop bus priority scheme interventions with community and passenger engagement
Questions
Smart and Integrated Ticketing

The West of England vision for Ticketing, developed in 2016, is as follows:

- A unified smart payment and ticketing platform across all modes of public transport in the West of England area in order to provide a simple and consistent experience for all public transport users.
- A customer focussed system under a single brand with best value fare and pay as you go (PAYG) travel using the latest contactless and mobile technologies.
What is available now?

- Mobile phone Ticket Apps – First and Stagecoach buses
- Cashless payments (contactless card/device) on First and Stagecoach buses
- Pay-As-You-Go (epurse) – for purchasing tickets using credit loaded onto Travelcard in advance
  - Available on some smaller operators in the Bristol area
- Multi-operator
  - BristolRider (adult fares only) – unlimited travel on all buses operating within a 6 mile radius of the city centre. Day ticket (£5.00) and Weekly ticket (£20.00). Comprehensive coverage but limited product range and not well promoted
- Bus/Train
  - Plus Bus - a discounted bus pass that you can buy with your train ticket. It gives you unlimited bus travel, on participating operators’ services, around the whole urban area of the town or city for as little as £2 a day
  - Freedom Travelpass - unlimited travel on all trains and most buses in Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire

Growth and Regeneration
Local and Sustainable Transport
What are the plans?

- Single ticketing and payment option to cover whole journey using several modes
- Phased delivery culminating in ‘TfL’ style tap in tap out on credit card
- Back office system calculates lowest fare for customer & aggregates payments to operators
- Current phase builds on success of Travelwest card and Firstbus M Ticket
- Project timescales 4-6yrs
- Learn from current systems at TfL and being developed by TfWM and TfN
Smart Ticketing project plan

Smarter payments and ticketing roadmap

<table>
<thead>
<tr>
<th>Phase 1</th>
<th>Phase 2</th>
<th>Phase 3</th>
<th>Phase 4</th>
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<tr>
<td>From June 2019</td>
<td>From 2020 / 2021</td>
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**Operator engagement/future phase development**
- Engagement with bus and rail operators
- Existing ticketing and payments simplification approach work streams
- Future phase options and approach development

**Standardise bus payments/ticket technology**
- Contactless (EMV) bank payment for tickets
- Apple/Android pay payment for tickets
- M-ticket barcode acceptance

**Simplify bus ticket offer**
- Simplification of ticket ranges/harmonising zones and fare boundaries

**Single mobile and smart ticket solution**
- Single mobile app and smart ticket offer on bus and rail

**PAYG simple capping—Bus (single operator)**
- Single bus operator daily/weekly capping for PAYG contactless bank & Apple/Android pay

**Programme stage boundary/gateway**
Review of programme and delivery (approach, costs, outcomes, benefits). Confirmation of next phase work packages and funding request/approvals

**PAYG complex capping—Bus & Rail (Multi-modal)**
- Multi-modal bus daily/weekly capping (bus & rail) for PAYG contactless bank & Apple/Android pay

**PAYG complex capping—Bus & Rail (Multi-modal)**
- Multi-modal bus daily/weekly capping (bus & rail) for PAYG contactless bank & Apple/Android pay

**Pre-purchase/Account based ticketing—all modes**
- Tickets held in the cloud
- Use of ‘tokens’ to travel instead of bank card

**Growth and Regeneration**
**Local and Sustainable Transport**
Questions
WECA RTI System

RTI System Summary

- Covers the four unitary authorities of Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire.
- Approximately 1,000 on-street RTI displays
- 18 Bristol Bus Station displays
- Approximately 600 buses
- 10 bus operators
- Two incoming data feeds from bus operators electronic ticket machine (ETM) suppliers (Ticketer and Vix)
- Supplies data feeds to National Traveline, Cammax (for MetroBus iPoints), TravelWest, Trapeze and traffic signal priority (BCC & B\&NES) and future Bristol Open Data portal
RTI System Components and Data

ETM Central System

Vehicle location & schedule data supplied to RTI central system

Buses send updates to ETM central system via mobile network

Central RTI System

RTI data to displays via sim cards

RTI data to third party systems

Third party systems

RTI data to BCC & B&NES TSP

Traffic Signal Priority

Operators buses

Operator timetable & schedule data loaded on bus ETM’s

 UA’s upload RTI data to central RTI System

RTI data passed to UA RTI monitoring software

Operators supply RTI data to UA’s

UA RTI system monitoring/software
Factors impacting upon RTI performance

- Incorrect operator RTI data supplied to UA’s for RTI system
- Incorrect driver login
- Duplicate fleet ID’s used on vehicles in service
- Poor communications from on-bus ETM to ETM suppliers central system
- Poor communications between ETM central system and RTI central system
- Poor communications between RTI central system and displays/third parties
- Operators not cancelling journeys that they know will not operate at all due to operational reasons (due mainly to significant traffic congestion)

Current Issues

- Contract migration and management; stability now improved, other features still in progress; September new CMS and central system upgrade
Questions and Round up of Bus Discussion
WECA Integration: context

- Devolution Agreement
  - “In establishing the Combined Authority, appropriate local transport functions will be conferred to the Combined Authority and exercised by the Mayor. In addition, a new single policy and delivery body will be created covering the same area in order to determine, manage and deliver the Mayor’s transport plans and the delivery of an integrated public transport network for the city region.”
30/11/18 WECA Committee decision

- “Transport functions - concessionary travel, bus service information (including real time information), community transport, supported bus services - to be carried out directly by WECA”

- “Develop and implement a transition plan”

- “Develop proposals to deliver the transport policy functions”
Integration: Strategic benefits

- Added value: “greater than the sum of the parts”
  - a strategic approach to transport to support housing delivery, business and economic growth, connected communities and to tackle climate change
  - better coordination and consistency of transport provision
  - more cross-boundary activity
  - operational efficiency
  - improved resilience
  - access to more funding
  - coordinated and focused transport delivery programme
  - collective authority of the combined Leaders and Mayors through the WECA Committee
Key areas under consideration

- Setting up the resources to carry out Transport Authority functions including: Public transport functions, including:
  - Concessionary travel
  - Bus service information
  - Community transport
  - Supported bus services
- Metrobus
  - Integrated ticketing
  - Travelwest
  - Park & ride
- Transport policy/planning including: rail planning, cycling/walking, funding bids etc
- Transport project delivery
- Key Route Network oversight
Integration: proposed Timeline

- Summer 2019 – Transition plan developed by joint team
- Late 2019 – UA Cabinet meetings
- Dec 2019 – WECA Committee
- Dec 2019 to Feb 2020 – staff consultation
- April 2020 – Integration (first phase) implemented
- 2020-21 – Technical reviews to consolidate functions and achieve consistency
Questions
Title: Multimodal Transport

Officer Presenting Report: Adam Crowther - Head of Strategic City Transport

Recommendation:

For Members to consider the following two papers provided by Transport Officers:

- Mobility Stations
- Mass Transit and Rail Up-date
Mobility Stations

...or how we can clone Cologne!
What are mobility stations?

First/last mile solutions to connect communities to frequent public transport services and provide integrated transport options

As learned about on a recent study trip to Cologne - a city region with a similar population to the West of England
Our issues:

- Congestion on our corridors and in our central areas
- We have frequent public transport services on our corridors but people not aware of or cannot easily access them
- Connections across the city are not legible
- This gives a poor perception of public transport offer
So what is based at a mobility station?

- Depends on the area and its accessibility to frequent public transport services

- Variety of options to reduce need to travel by private car, reduce congestion and improve air quality

- But at all of them, there would be clear branding, clear wayfinding and clear and integrated travel information
In the neighbourhoods, facilities at the mobility stations could include:

- Shared dockless bike hubs
- EV charge points
- Parcel drop points
- Secure, pre-bookable cycle parking
- Trailers or cargo bikes to hire to carry shopping
- Car club vehicles
Mobility stations could be located:

- Within P&R sites;
- At rail stations;
- At metrobus stops;
- Close to corridors with frequent services

To connect people from public transport to surrounding areas and reduce number of vehicles on busiest parts of the transport network

- In every neighbourhood
To provide a variety of options to make it easier for residents to connect to frequent public transport services and to reduce car use for local trips

- Could be on Council owned pockets of land

- In neighbourhoods, could be in place of some on street parking spaces
Benefits of mobility stations:

• Uses/collates existing infrastructure
• Recent public consultations reveal that many of our citizens are calling for our existing public transport services to be improved before new/costly interventions
• Ties together many modes under same branding, *simplifying travel experience* across West of England
• Perfect to combine ‘mobility as a service’ operators (e.g. dockless bike hire, car clubs, demand responsive taxis) to ensure maximum usage and increases options for citizens
• Addresses lack of orbital connections- clear wayfinding can show how to connect easily to mobility stations in other neighbourhoods
Process for developing mobility stations:
• Use accessibility mapping tool (currently under development in transport policy team) to identify ideal locations for mobility stations to maximise accessibility and ensure even coverage of the West of England
• Audit every location to identify what is there and what needs to be there—essential/desirable options
• Accessibility tool to be positioned at every mobility station to allow citizens to interact and find out accurate travel times by each mode and make a selection from the options available at the mobility station
• Get communities heavily involved from the outset—what do they want from their mobility stations?
Mass Transit and Rail Update

Mass Transit Background:

Scheme Objectives:

• Creating a step change in the mass movement of residents and visitors across the region to address existing congestion issues and provide new capacity to sustainably facilitate growth in Housing and Employment across the West of England;

• Driving inclusive growth: enabling as many people as possible to contribute and benefit from growth;

• Environment for business growth: supporting businesses to grow and for residents to progress their careers;

• Investing in infrastructure and housing for future growth, delivering on regional plans;

Joint Local Transport Plan (JLTP) contained a proposal to study the following options for a Mass Transit scheme:

• Potential technology options for each route and/or the entire network;

• Potential alignment options and station/stop locations;

• Patronage forecasts;

• Benefits assessment;

• Funding options;

• Environmental impacts.

A Mass Transit scheme had the potential for making positive changes to air quality and congestion in the region as well as better opportunities to move people around, thus stimulating regeneration. Four main transit routes have been identified for further investigation: Airport corridor, North corridor, East corridor and A4 corridor.

Other systems have been assessed to investigate potential capacity and revenue costs. The aim for the region would be for a medium sized city style solution, not a full sized metro such as the London Underground. Indications are that such a system would cover its costs and also generate some revenue surplus dependent on the system selected which could be used in part to finance the system. Other financing options are being assessed and there is potential for some form of public-private partnership.
All options are still being considered. Above ground systems such as Trams and Bus Rapid Transit are included for further investigation as are underground options due to the physical difficulty of delivering above ground services in some areas. Underground running should be seen as maintaining the level of segregation desired so could be considered for certain sections of routes or whole corridors. All technology options are considered for underground options including trams and rubber wheeled systems.

We envision the network as building on our existing rapid transit network – Metrobus, Metrowest and also schemes planned and proposed as part of the JLTP4 to extend Metrobus routes and deliver further park and ride sites. These schemes would be delivered while the mass transit is developed and delivered. The feasibility study indicates that there is merit in exploring options further with all options showing reasonable business cases but further work is required to assess the various options.

Next Steps:

The next step is to produce a Strategic Outline Business Case. Funding has been part approved for this by WECA with further funding allocated. The aim is to commission this to start in the Autumn, expected duration of the SOBC is around 12-18 months.

There is a need to fully understand the likely demand and a key part of future work will be creating a new demand model with up to date data potentially using mobile phone data and Highways England data to inform the development of proposals as well as considering what demand would be in 10-15 years. This will be considered as part of the SOBC but may not be fully in place as part of the SOBC. Any modelling will have to meet DfT WebTag guidance.

Rail Update:

Metrowest Phase 1:

The government has made £32m available for Metrowest Phase 1 to resolve the current funding gap. Some further work is required to secure this funding and WECA are also committing £6m to the project. Scheme development is progressing and the OBC is due for approval at WECA committee on 19th July.

Metrowest Phase 2:

Outline Business Case has been submitted to WECA and further funding provided to develop the Full Business Case. Scheme estimated cost has increased from £43m to £54m. An allocation has been requested from the WECA investment fund for £11m to bridge the funding gap. Main impact within Bristol is delivery of Ashley Down station. Cabinet recently approved starting engagement on station design and associated adjacent highway measures.
Title: School Streets and Anti-Idling Report

Officer Presenting Report: Ed Plowden - Service Manager, Sustainable Transport

Recommendation:

For Members to consider and comment on the following School Streets and Anti-Idling information provided by Transport Officers.

Plus Appendix A – School Streets and Anti Idling Presentation Slides
Scrutiny Report – Air Quality – School Streets and Anti-idling

Purpose of Paper/Decision Required
- To update scrutiny on
  - Anti-idling feasibility work
  - School Streets

Summary of recommendations
- Note the way forward and make any comments to improve the proposals

Anti-idling
- Full Council asked the Mayor to:
  - By spring 2020 investigate, and implement if financially feasible, the introduction of an enforceable “anti-vehicle idling” zone outside every school and in every park in the city
  - Work with the police and other agencies to jointly tackle the vehicle idling problem and to enforce the “anti-vehicle idling” zones, noting that PCSOs often already patrol outside schools to monitor parking.
  - Work with our NHS and other healthcare partners, to look at extending “anti-vehicle idling” zones outside medical buildings, in hospital pick-up areas, and outside care homes.
  - Use the experience of the pilot zones to determine whether these measures should be implemented via the existing legislation, enforceable enhancements to existing Council policies, or via a new by-law. This should include investigation as to whether the existing level of fine from the legislation can be increased.

- Legal Context: Idling when parked is an offence everywhere and as such there are no powers to introduce specific zones, not signage to support them. Attempts to introduce zones might be confusing and encourage motorists to think it is acceptable elsewhere

- It is a Criminal Offence, but difficult to enforce (the power has been used less than 60 times since its introduction in 2002) and it will not be self-financing.

- The source of the problem is cars queuing in traffic which is not an offence, so the greatest potential benefit is to encourage motorists to switch off their engines (in older cars where this does not happen automatically)

- Schools Further investigation has revealed that although Air Quality is a citywide problem only very few schools in the AQMA suffer from AQ that is at or close to the legal limit, although of course we want the air to be as clean as possible. By their nature these schools are close to major routes where schools streets would not be viable.
• Existing work with a cohort of schools is already undertaken in the form of comprehensive travel planning to encourage families not to travel by car. Also work to ensure that the zigzags are enforceable and publicised is part of this work.

• There is a risk that focusing only on anti-idling could tacitly undermine the broader message to schools. However the schools on busy routes might be able to be channels (e.g. banners) for an anti-idling behaviour change campaign.

• A behaviour change campaign – for example imagery below has been produced by York – aimed at motorists might be the most appropriate way to progress anti-idling, and might get more public support by inviting people to be part of solution which may be a better approach than fines? Possible channels for this are:
  o Could use VMS/Bus Backs/radio campaigns; bus backs have in the past been identified as particularly effective at targeting motorists on key arterials (which is where the AQ problem is worst)
  o Possibly banners outside key buildings
  o Maybe in key hotspots (Rail stations?)
  o Work with licensing?
  o Work with businesses and last mile delivery providers?
  o School railings on busy arterial routes

• At an informal scrutiny session various other questions were asked, the summary of this is at Appendix 1.

• Permission could be sought to install the above signage at bus stops and other key areas (which are not approved for use in general, so
specific DfT authorisation is required, which has so far been applied only to bus and coach stops)

**School Streets**

- The aims of schools streets align with council policies in terms of increasing active travel, improving air quality and road safety. They are focused purely on streets in close proximity to schools to reduce traffic volumes on streets at “school run” time turning them into pedestrian and cycle zones.
- The evidence is that school streets need to work alongside a wider effort to achieve modal shift; this is work undertaken with 30-40 schools funded by the DfT Access programme to 2020.
- Officers have developed and are now rolling out air quality sessions with schools tied into active travel pledges through our School Active Travel Officer and Air Quality team.
- Officers have been liaising with other areas and the experience appears to have been
  - Make it a full legal order not a voluntary scheme
  - Work with 4-6 schools in the initial tranche over a 2 year period, and then as lessons are learnt rollout to two or three per year, as appropriate.
- Most schemes have short timed closures at the beginning and end of the school day. The way drivers are made aware of restrictions can vary depending on the school location, but outside of London (where camera enforcement can be used) most schemes rely on the installation of large signs at all entry points or / and collapsible or removable bollards at the main access points.
- In Bristol schools have been invited to express an interest and an assessment matrix is in development which assesses
  - the school’s location to determine whether the site is feasible (if the school is located on a main road at this time, they will not be considered for the pilot as the traffic impacts would be too great and might make AQ worse)
  - the other work travel planning being undertaken to ensure maximum benefit and rank the applications; Schools must have tried a broad range of other engagement and supporting measures before they are considered for school streets to increase the probability of success. A well engaged school is more likely to have an appetite for this type of scheme. Most successful schemes have a park and stride and so this forms one part of the assessment criteria
- Appendix 2 has the details of how the next steps proposed to pilot 2 or 3 sites as soon as possible
APPENDIX 1:  
Scrutiny feedback to the brief presentation (at Appendix 3) was:

- Issue of vendors in parks sat idling for long periods of time – can this be stopped?
  - Parks have carried out a programme of works to put electric hook up in parks where this is practical. It is our aim to move towards no idling engines by 2022.
    - 6 sites have had electric installed and 2 already had electric in place.
    - 5 are not let – to be re-advertised as no running engines (will need to use gas/electric to operate
    - 1 is not let and is due to have electric installed
    - 1 has been withdrawn as not cost effective to put in electric
    - 3 we are allowing trading within parameters:
      - two are on carriageway and running a Euro 5 engine
      - one is using freezers that require less power.

- Buses and coaches parked on side of road idling
  - Use of soft enforcement by CEOs
  - Use of non-standard signage developed in Westminster

- Any approved signage to stop idling
  - Following a call for information from the Urban Transport Group, the only Highways signage that has been approved is in Westminster where a formal DfT authorisation process resulted in a sign being approved for use in Bus Stops and Coach bays with the text “Switch off Engine. Reduce emissions”.

- People in their cars are more affected
  - Could be part of the message of a behaviour change campaign

- Risk of confusing messages outside schools with banners (don’t want them to bring cars at all if not absolutely necessary)
  - General acceptance that this is correct, but want to remember that children are the worst affected
  - Possible use of banners etc. at schools on main road where school streets not possible.

- Use a targeted approach – specifically target behaviour change
  - Raise the profile of it being generally socially unacceptable – so not only relying on enforcement
  - Bus backs considered suitable as effective in any case and well targeted by location

- Discussion about retro fitting buses
  - Buses cannot be retrofitted to switch off the engine when not moving, and turning on/off the engines on older buses is not simple, and results in the ticket machine and other devices being rebooted. Currently approx. 60 buses have stop/start technology.
However, we have been working with operators using central government funds to
- retrofit 86 bus engines.
- We have funding to retrofit a further 166 buses.
- First are introducing 77 gas buses in the spring of next year to replace older, more polluting buses.
- This will result in over 90% of the City’s Bus Fleet being at Least EuroVI standard, meaning they are cleaner than a Euro 6 diesel car.

- **Parking officers to reinforce the message**
  - Parking officers can be tasked to reinforce the message, particularly if they observe taxis/buses idling.

- **Delivery companies and buses need to get the message out**
  - Behaviour change again – consider pushing the message through BIDs and the business community locally

- **A public health issue Suggested it may be worth asking public health if they have any resources that can be for this**
  - Work in progress – DPH meeting planned
  - Discuss how to work with the NHS as per Full Council steer

- **Consider working with BNES**
  - Not yet taken forward in any way. Awaiting Steer and induction of new executive members
APPENDIX 2: School Streets next steps

- Site Assessments - This will include identification of footway locations for signs; park and stride drop off points, capturing baseline data through hands up surveys, traffic volume and speed data including bikes using automatic traffic counts in a multitude of locations including surrounding roads. Where possible take air quality readings and undertake parking surveys and carry out postcode plots looking at the catchment areas to see if pupils live in 10 minute walking zones.

- Consultation and Engagement - This will include extensive engagement before implementation to assess perception of the each scheme through surveys gathering views on traffic issues, possible benefits and compliance of a potential scheme. An external stakeholder group for each pilot school will also be set up and will include the school contact, parents, governors, local residents, businesses and possibly the police (depending on the enforcement type). Officers will also continue to meet regularly with the Clean Air Parents Group representatives to update them on progress as it is made; this might potentially be formalised into an advisory group.

- Design and installation - Depends on scheme type but might include entry / exit signs, folding signs, physical measures and possible advanced warning signs. The traffic order will have also been progressed and an agreement reached over enforcement and a permit scheme / exemptions. Get agreement on who is responsible for day to day provision on schemes e.g. who is folding signs out of term time, or collapsing the bollards etc.

- Promotion / Comms - Promotion and awareness raising will be key to this project and through the engagement work officers will ensure residents / businesses have applied for permits (if this is the chosen method), organise a launch of the scheme, put up advanced warning signs and use social media outlets to let drivers know that the school street is closed for short times. Door knocking in the local surrounding streets and/or other methods of making local contact will also be applied.

- Evaluation - This would involve a repeat of the baseline surveys e.g. hands up, air quality, ATCs, parking and perceptions looking for improvements to road safety, air quality and decrease in car journeys and modal shift to active travel modes. Effects on traffic displacement would also be required and would be achieved with ATCs on surrounding roads and any specific businesses surveys to report a difference in trade. Officer would also need to report on enforcement and monitor no. permits given out. Case studies and testimonials are also great resources to help progress the following school street schemes.

- Officers have also been in contact with Sustrans who are applying to the Road Safety Trust to evaluate the impact of School Streets from a safety perspective, particularly on the influence on surrounding streets and traffic displacement. The funding is for the evaluation and some coordination of the programme and Sustrans are looking to work with 2 cities who are implementing school streets. They currently have agreement and sign off to work with Cardiff and would be keen to work with Bristol if the timing works.

- A budget for this is being considered at the time of writing.
School Streets

• Short timed closures at the start and end of the school day turning the school gate roads into pedestrian and cycle zones.
• Aims: to increase active travel, improve road safety and physical activity, so as to improve air quality by the school gates.

Use of signs and / or bollards at the main access points – full TRO process

• Permits required for residents and businesses on the affected roads.
• Enforcement can only be carried out by the police. (unlike in London)
Examples of Physical Measures

Entrance signs opened (during term time)

Entrance signs closed (during school holidays)
Engagement, travel plans and feasibility

- A range of approaches is essential to success.
- Schools need to have implemented a travel plan with a range of the active travel and road safety initiatives to be suitable. A team of officers supports this work.
- Not all schools will be eligible for this scheme.
- Schools on main roads will be advised to look at alternatives such as being a channel in any “No Idling” campaign.
- A feasibility matrix and school assessment table has been developed to assess the suitability of schools, based on location and current progress of travel plan.
Schools

- A press release has gone out to all schools asking for an expression of interest.
- Aim to have 6 schools that will be engaged in Sept for a ‘soft launch’ approach. With the aim to proceed with 2 in the first phase.

Example of a before and after:
Timescale

• Over the summer holidays an internal group will be working on the legal framework, enforcement and permit issues.

• An external group is proposed to have a citywide advisory role including campaign groups.

Aims:

– By Sept 19 to have 6 pilot schools with 2 prioritised for piloting by implementation in phase 1.

– By Feb 20 to have legal framework agreed and started on site in March 20 using Experimental Traffic Regulation Order.

– 18 month process so once completed the first schemes could be made permanent by July 21.
No idling
Council resolution

• **Investigate, and implement if financially feasible**
  - Zones to be introduced outside schools and parks
  - Enforcement to be done in partnership with Police/PCSOS
  - Extend zones to outside medical/care buildings
  - Investigate new policies/laws, including to increase the level of fine
Legal context

- It is an offence everywhere
- No prescribed DfT signage
- Potentially confusing message
- Criminal offence (so not enforceable by Parking attendants without a new bye-law). Can be done by 3GS
- Enforcement requires someone to have been asked to turn off engine first
- Likely not to be self-financing
- Suggest occasional focus – especially days of action

Switch off engine
Reduce emissions

This is the only DfT approved sign, which needs specific permission to use it
Schools

• There is an AQ problem Citywide, but...

• Only a few schools in monitoring area breach legal limits (although we do want to do better!)

Ideally no-one should be stopped AT ALL outside on the zigzags.

• Potentially weakens current school travel planning activity (by tacitly endorsing car use)
Behaviour change campaigns

• Might better tackle the key problem – idling when queued in congestion
• Invite people to be part of solution – better than fines?
• Possible channels:
  – Could use VMS/Bus Backs/radio campaigns
  – Possibly banners outside key buildings
  – Maybe in key hotspots (Rail stations?)
  – Work with licensing?
  – Work with businesses and last mile delivery providers?