

**Question: PQ08.01**

**Cabinet – 25<sup>th</sup> February 2021**

**Re: Agenda item 8 - Carbon Reduction Projects**

**Question submitted by: Councillor Martin Fodor**

I welcome the continued council commitment to renewable energy. The decades of work on this have paid off with the wind farm, PV projects and battery storage. I look forward to this continuing and the ambition increasing.

But I have concerns about the risks of the Heat Network related to price rises and outsourcing. The Winter Update from Fuel Poverty Action in London \* reports the scandal over tariffs being charged, eg in Peabody flats and elsewhere in Tower Hamlets and the Eon scheme in Lambeth, plus Southwark.

As these examples in London show, the provision of heat supplies has to be very carefully managed and regulated.

Question: What steps will be taken to ensure any City Leap partner and the City Leap Board act in the best interests of tenants and other users, not just its own interests or to earn a return for the council?

\*see Winter Update 2020-2021 ❁  
from : [fuelpoverty@lists.riseup.net](mailto:fuelpoverty@lists.riseup.net)

**Answer:**

- **Current heat supply agreements include adherence to Heat Trust standards and all such contracts will be novated to City Leap.**
- **Government has recently consulted on the regulation of heat networks, including pricing, and we anticipate regulation will be enacted in the relatively near future.**
- **City Leap bidders have been asked to put forward their plans for ensuring fair and transparent pricing, and such plans will be used to help select the final City Leap Strategic Partner.**

**Question: PQ09.01**

**Cabinet – 25<sup>th</sup> February 2021**

**Re: Agenda item 9 - Bristol Bus Shelter Advertising Concession Agreement**

**Question submitted by: Nicola Round, Adblock Bristol**

Q1. I am pleased to see that the Council is planning to introduce a ban on advertising for High Fat, Sugar and Salt products in the forthcoming Advertising Policy, even though it won't be in place in time for this contract. Will the council consider adopting the other proposals presented by Adblock Bristol members at the November 2020 meeting of the Overview and Scrutiny Management Board?

These are:

- A planning policy on advertising, either as part of the Local Plan or as a standalone document, to assist the council in responding to new billboard applications anywhere in the city. (This was requested by members of Development Control A after a recent planning application.)
- An Advertising Policy to include not just junk food advertising but also - in line with the council's declaration of climate emergency - the advertising of 'high carbon' products such as airline flights, polluting cars and fossil fuel companies.
- The Council's public health team to lodge complaints with the Advertising Standards Authority (ASA) where adverts breach existing ASA rules against junk food adverts being placed in settings with a high footfall of children and young people (e.g. on billboards near schools). Despite this rule having been in existence for some time, it is frequently breached by advertisers.

**Answer 1**

- **As you note enforcing existing Advertising Standards Authority rules relating to “junk” food, is much wider than the Bus Shelter Advertising Concession Agreement.**
- **It may be that this question is more relevant to the Cabinet report on the Council's Advertising & Sponsorship Policy, which will be considered at Cabinet on 8 March 2021.**

Q2. I am aware that parts of the Advertising Concession Agreement may be commercially sensitive, but within the bounds of what you can legally publish, please can you tell me what benefit the Council gains from the contract? I.e. whether ClearChannel covers 100% of the costs of constructing and maintaining bus stops; how much this amounts to per year approximately; and whether they cover any other costs, or whether there is any other income or saving to the Council.

**Answer 2**

- **As part of the Bus Shelter Advertising Concession Agreement, the Council receives a share of the income generated by the Concession,**

which as you note is commercially confidential.

- However in 2019/20, this was around £660K for the Council. This income is used to cover the costs of the supply, installation and maintenance of bus shelters in Bristol.

**Question: PQ10.01&02**

**Cabinet – 25<sup>th</sup> February 2021**

**Re: Agenda item 10 - Reorganisation of C of E Primary School Provision in Bristol City Centre**

**Question submitted by: John Mossop**

1. There is a statement within the Decision pathway report that relates the 'short to medium term pupil numbers outlook' This seems contradictory to the longer term view as published by local media outlets which is expecting a baby boom. Can the council explain the balance of short vs long term and how this has not been considered as a part of the consultation and how the complete lack of support and publicity of both schools has led us to be at this juncture?

**Answer 1**

**Bristol increased the number of primary school places by around 30% to meet forecast demand. Government indicators were that the increase in birth rates would continue into the early 2020s. In fact, the peak demand for places in the Reception Year Group was 2016. At this point there were around 400 surplus places in Reception. This number is now increasing, and a number of larger schools have reduced their intake without removing accommodation in order to plan their staffing more cost-effectively. These schools could re-instate these classes without the need for capital investment. There is no evidence of a 'baby boom' occurring during the periods of lockdown however there is a large amount of surplus capacity within the primary school sector to absorb this should there be a short term increase in births.**

2. The report does not take into account any views of parent choice and/or travel situations relating to which school current pupils will attend. It appears to be expected that all current pupils will attend the new school on the St Michael's site and whilst it is acknowledged that the new school will not be full can the council comment on the break even point needed to make this viable along with the data analysed to conclude that most people will still be able to walk to school and there will be limited impact environmentally?

**Answer 2**

**There will be places available for all pupils currently attending St Michael's and St George in the new school. Parents may choose to seek places at other schools and where those schools have places available, they will be offered.**

The new school will have a budget set appropriate to the number of pupils, together with other factors, such as the number of pupils entitled to Pupil Premium taken into account. The new governing body will be responsible for drawing up a staffing structure and allocating resources within this budget.

The majority of pupils already attend the St Michael's site and so their journey to school will be unchanged. If any pupils attending the St George site have a longer journey, parents will be asked if they want their child to transfer into the new school.

**Question: PQ10.03**

**Cabinet – 25<sup>th</sup> February 2021**

**Re: Agenda item 10 - Reorganisation of Church of England Primary School Provision in Bristol City Centre**

**Question submitted by: Jen Smith**

What are the exact plans for St George CE Primary School building, land and playground when it closes? – without using ‘initially’ and ‘hoped’ type answers.

- **The site and buildings will be considered for use to meet strategic priorities in Education. These priorities include the need to provide additional places for pupils in the city with SEND.**
- **The small ‘annexe’ site is owned by the Diocese of Bristol. The diocese will seek to dispose of the site and will re-invest at least some of any capital receipt into the new school.**

**Question: PQ10.04&05**

**Cabinet – 25<sup>th</sup> February 2021**

**Re: Agenda item 10 - Reorganisation of Church of England Primary School Provision in Bristol City Centre (agenda item 11 - Proposal to close St Pius X Primary School also refers)**

**Question submitted by: Christine Townsend**

1) How is this administration planning to use the released resource of the St George and St Pius X primary school sites to meet the needs of children living in the city with SEND in September 2021?

St George - If the closure is approved the main site and buildings will be considered for use to meet strategic priorities in Education. These priorities include the need to provide additional places for pupils in the city with SEND. The small 'annexe' site is owned by the Diocese of Bristol. If this becomes vacant, the diocese will seek to dispose of the site and will re-invest at least some of any capital receipt into the new school.

St Pius - The buildings and playground, together with part of the playing field is under the ownership of the Clifton Diocese. The diocesan trustees will commission a feasibility study prior to considering future use of the site. The remaining part of the playing field is owned by Bristol City Council. Officers will work with the diocese on future use if the closure proposal is agreed.

2) What are the land/building ownership relationships for VC and VA schools?

Generally, in the case of Voluntary Aided Schools the Local Authority has responsibility for the Playing Fields with the Governing Body having responsibility for the buildings. At Voluntary Controlled Schools a charitable foundation quite often owns the land and buildings although this can vary greatly from school to school and can depend on original ownership of the land and whether it was held for the purposes of a school.

Specifically, at St George ownership of the 'main' site and a parcel of land opposite rests with the LA, with ownership of the 'Annexe' resting with the Diocese of Bristol. St Michael's is quite fragmented with ownership of parcels of land/buildings split between the LA, Trustees (but leased by LA), Diocese of Bristol (with one parcel leased by LA).

St Pius – ownership of most of the playing field is with the LA, whilst Clifton Diocese have ownership of the remainder of the site, including the buildings, playground and part of the grassed playing field.

Follow up:

1) How many more SEND places will be available in Sept 2020 compared to Sept 2021?

**In terms of SEND places that are under the control of the Local Authority, through the specialist provision project, we expect there to be 142 additional places in September 2021, compared with September 2020. By September 2022 we expect there to be 204 additional places.**

**These figures are subject to Service Level Agreements being agreed for the projects that have been finalised and could therefore change. Further projects will also be explored over the coming year to increase the overall sufficiency.**

2) In relation to the St Pius papers Appendix A ii it states  
'During this time the City Council and the Diocese of Clifton has provided both substantial financial support as well as advisory and education support'  
Where within the DSG budget has the 'substantial financial support' come from?

**There has been no additional funding from the DSG. Bristol City Council has, however, provided significant officer time and resource across a number of service areas including School Partnerships, Finance and HR to support the school.**



**Question: PQ11.03**

**Cabinet – 25<sup>th</sup> February 2021**

**Re: Agenda item 11 - Proposal to close St Pius X Primary School**

**Question submitted by: Jen Smith**

What are the exact plans for St Pius X Primary School building, land and playground when it closes?

**Answer:**

The buildings and playground, together with part of the playing field is under the ownership of the Clifton Diocese. The diocesan trustees will commission a feasibility study prior to considering future use of the site.

The remaining part of the playing field is owned by Bristol City Council. We will work with the diocese on future use if the closure proposal is agreed.

Worth noting the Bristol Catholic Diocese also owns the adjacent sites of the church, and the club.

**Question: PQ16.01**

**Cabinet – 25<sup>th</sup> February 2021**

**Re: Agenda item 16 - Improving Public Health - Bristol Clean Air Zone Update**

**Question submitted by: Tom Phipps**

I understand that the proposed Clean Air Zone in the city will mean that parts of Southville and Bedminster including Coronation Road will be included in the charging zone.

I welcome the overarching ambition to tackle air pollution in the city, but could the relevant Cabinet Member:

Q1. Outline what assessments have been undertaken to ensure that the inclusion of Coronation Road in the charging zone will not have an adverse impact on air pollution in the residential streets to the south of Coronation Road where residents have been working to create Liveable Neighbourhoods and reduce rat-running in the area?

**Answer:**

Modelling of the changes in travel patterns show that no roads will breach compliance as a result of the measures.

While there will be displacement, we will also expect the support for people to upgrade vehicles to improve the performance of Bristol fleet, resulting in cleaner air for all.

It is anticipated that any surplus revenue raised by the charges, will be used to support liveable neighbourhood plans.

Q2. Outline what provisions and exemptions will be made to ensure that residents can continue to access local businesses and services e.g. shops, doctors, nurseries on (and around) Coronation Road without being charged?

**Answer:**

First thing to note is that charges are only for non-compliant vehicles. We estimate that almost three quarters of Bristol's cars are already compliant and will not be charged, and we expect that number to reduce further as financial support is made available to people to transition.

Further details are available in the cabinet papers, and on my blog site: [Improving public health, cleaning up our air | The Bristol Mayor](#) but a summary of initial, one year exemptions are:

- All residents living inside the CAZ area;
- Registered community transport vehicles;

- Workers with an individual income of less than £24,000 a year, travelling in or out of the zone for work;
- People visiting specified hospitals on a longer-term basis and/or attending appointments at the BRI;
- Blue Badge holders;
- Home to school transport services.

**Question: PQ16.03&04**

**Cabinet – 25<sup>th</sup> February 2021**

**Re: Agenda item 16 - Improving Public Health - Bristol Clean Air Zone Update**

**Questions submitted by: Jennifer and Andrew Gibson**

1) The Southville area is on the very edge of the clean air zone, with an obvious 'avoidance' routes running along North St, West St and Winterstoke Road. What is being considered to minimise the impact on Southville and other bordering areas, particularly bearing in mind the number of primary schools in the area that would benefit from a clean air zone, but now instead seem likely to bear the brunt of an increased number of polluting vehicles using alternative routes to avoid the clean air zone?

**Answer:**

Modelling of the changes in travel patterns show that no roads will breach compliance as a result of the measures.

While there will be displacement, we will also expect the support for people to upgrade vehicles to improve the performance of Bristol fleet, resulting in cleaner air for all.

We've continued to roll out our School Street schemes following successful pilots.

2) Has any consideration been given to the prohibitive effect that these charges would have for central schools and nurseries when it comes to the operation of, for example, minibuses? Redcliffe Nursery School, for example, operates a minibus taking small groups of city centre children out to the forest on a daily basis. It seems highly unlikely that the nursery would be able to afford to update its current minibus given the funding difficulties that it already has, and charging them for use of its minibus would make these trips prohibitively expensive, reducing children's ability to get out into the clean air outside the city - rather ironically!

**Answer:**

The charges are only for noncompliant vehicles.

The aim of course is to make sure that these children have cleaner air in the city they live and attend nursery in, not just when they have trips.

The Council is submitting a bid to the Joint Air Quality Unit's Clean Air Fund to support communities and local businesses in the transition towards Clean Air.

One such measure includes grants for companies to retrofit their vehicles. Any exemptions need to be carefully balanced so that the compliance date is not impacted. A full list of exemptions has been submitted as part of the Full Business Case.

**Question: PQ16.05&06**

**Cabinet – 25<sup>th</sup> February 2021**

**Re: Agenda item 16 - Improving Public Health - Bristol Clean Air Zone Update**

**Questions submitted by: Ed Plowden**

The report identifies that many areas on the edge of the proposed Clean Air Zone will suffer from increased traffic, and whilst the percentages are small, these often residential areas already suffer from significant congestion and poor air quality, so this is of considerable concern to many people. It is inevitable that some problems will emerge, whether identified by the modelling or not, and holistic local responses will be needed.

Q1. There is no proposal in the report for mitigating the effect on local areas especially those adjacent to the CAZ. Presuming that surplus income will be ringfenced and made available for investment in transport, will funding for residential areas and the roads around schools on the edge of the CAZ that are adversely affected be a top priority for the use of surplus funds?

**Answer:**

The actions we are taking will deliver compliant clean air for the whole city; the improvement to the city's vehicles brought about by this behaviour change will benefit the whole city.

We are developing a Liveable Neighbourhood policy which could help to address issues of diverted traffic in local streets. It is not possible to 'fix' a problem if it has not yet arisen, although we do understand the scale and impact. In the past, perceived issues have not arisen and thus saved budget and disruption from not implementing unnecessary measures.

Q2. It is not clear from the modelling whether the impact of additional motorists seeking to park on the edge of the CAZ has been taken into effect, including the circulation involved in finding a place. In any case, if re-elected will the Mayor be allowing parking controls, such as residents parking, to be installed in areas close to the CAZ where they are needed and relaxing the currently impossibly high bar which acts as an obstacle to making local progress in controlling parking?

**Answer:**

It is important that local communities lead the solutions to concerns about parking.

Our manifesto at the last election clearly set out that RPZ would not be introduced without overwhelming support of the areas impacted and would be led by local councillors. That is a fair criterion to introduce RPZ. Our intention is to further

develop liveable neighbourhoods, which are a more modern approach to the problem, and encourage active travel and reduce private car ownership.

RPZ still allow provision for households to own multiple cars if they can afford the permit, which is unfair.

**Question: PQ16.07**

**Cabinet – 25<sup>th</sup> February 2021**

**Re: Agenda item 16 - Improving Public Health - Bristol Clean Air Zone Update**

**Questions submitted by: Susanna Day**

How will the council avoid the increased air pollution and associated illnesses and deaths when all motorway traffic from the West and North of the city is diverted away from non-residential roads designed to take it (A38, A4044, A4032) to the residential areas along the B4051 Ashely Road - residential areas with a high proportion of deprived and BAME population, and several new large residential developments?

**Answer:**

Modelling of the changes in travel patterns show that no roads will breach compliance as a result of the measures.

While there will be displacement, we will also expect the support for people to upgrade vehicles to improve the performance of Bristol fleet, resulting in cleaner air for all.

The team have carried out an extensive distributional and equalities impact assessment and an EqlA as part of the project to determine which communities are likely to need assistance adjusting to the CAZ. The Council is submitting a bid to the Joint Air Quality Unit's Clean Air Fund in order to support communities in this transition. Exemptions also apply to communities that are most at risk. Exemptions need to be carefully balanced so that the compliance date is not impacted.



**Question: PQ16.08**

**Cabinet – 25<sup>th</sup> February 2021**

**Re: Agenda item 16 - Improving Public Health - Bristol Clean Air Zone Update**

**Question submitted by: Lisa Stone**

I very much support the council with the introduction of a Clean Air Zone, and I feel that the air quality in Bristol is a absolute scandal, that the council have been exposing the citizens of Bristol to this pollution, which they have known about and been taken to task over for many years now. However, I am concerned about the Windmill Hill area, would say that the air quality in this ward needs to be seriously considered.

I have looked at the CAZ proposal, and on the bases that the Cumberland road will fall into this Zone I feel that this would push many polluting vehicle to travel along St John's Lane, the closest direct parallel road, between the A4/A36 and the A38. St John's Lane is already a busy, polluted road and the additional commercial vehicles will exasperate the situations and make it unbearable for the local residents. I would like to ask if the council has a traffic management plan for this area to help relieve the situation and if not a citizens compensations proposal in place for the residents of St John's Lane and the adjoining areas?

**Reply**

Modelling of the changes in travel patterns show that no roads will breach compliance as a result of the measures.

While there will be displacement, we will also expect the support for people to upgrade vehicles to improve the performance of Bristol fleet, resulting in cleaner air for all.

It is anticipated that any surplus revenue raised by the charges, will be used to support liveable neighbourhood plans in the areas close to the boundary. This will enhance local areas, encourage active travel and prevent rat running and antisocial parking.

**Question: PQ16.09**

**Cabinet – 25<sup>th</sup> February 2021**

**Re: Agenda item 16 - Improving Public Health - Bristol Clean Air Zone Update**

**Question submitted by: Aileen McLoughlin**

I live in Knowle and will be standing as a candidate for Windmill Hill in May. I know that residents in both these wards want reassurances that roads neighbouring the CAZ D will not suffer from worsening Air Quality due to displaced traffic.

I know that modelling is reassuring that expected vehicle upgrades and changes in travel behaviour will compensate for any displaced traffic and there is no evidence to suggest worsening Air Quality in areas adjoining the CAZ. We need to be set up to verify that when the scheme is introduced.

With several Primary schools like Victoria Park Primary, Parson Street Primary, Hillcrest Primary and St Mary Redcliffe Primary in our area it is a priority to closely monitor air quality near schools and on major routes such as St Johns Lane, Bedminster Road, Wells Road and Bath Road.

I am sure the same will apply in all wards across the City - can this be put in place and what measures are planned to offer reassurance to residents?

**Reply**

Modelling of the changes in travel patterns show that no roads will breach compliance as a result of the measures.

While there will be displacement, we will also expect the support for people to upgrade vehicles to improve the performance of Bristol fleet, resulting in cleaner air for all.

It is anticipated that any surplus revenue raised by the charges, will be used to support liveable neighbourhood plans in the areas close to the boundary. This will enhance local areas, encourage active travel and prevent rat running and antisocial parking.

**Question: PQ16.10**

**Cabinet – 25<sup>th</sup> February 2021**

**Re: Agenda item 16 - Improving Public Health - Bristol Clean Air Zone Update**

**Question submitted by: Ani Stafford-Townsend, Chair of Christmas Steps Art Quarter Residents & Traders Association**

Regarding the implementation of the CAZ, what real and tangible support will be given to the already struggling independent businesses in and immediately next to the zone?

**The Council is submitting a bid to the Joint Air Quality Unit's Clean Air Fund in order to support communities and local businesses in the transition towards Clean Air. One such measure includes loans and grants for businesses to upgrade, replace their vehicles or change modes. Any exemptions need to be carefully balanced so that the compliance date is not impacted. A full list of exemptions has been submitted as part of the Full Business Case.**

**As well as additional support for cycling and walking for people to make active journeys to businesses.**

Exemptions are available for blue badge holders and residents for the first year, what will happen to these groups after the first year?

**Exemptions are carefully balanced to ensure that the compliance date is not negatively impacted. As part of the Clean Air Fund bid to the Joint Air Quality Unit, the Council are looking to provide loans and grants for people to upgrade their vehicles to compliant vehicles.**

**All exemptions will be reviewed after the initial year of operation.**

**Important to note that the CAZ is a means to an end – and once behaviours have changed and we've achieved compliance we can look to lift the charge.**

**Question: PQ16.11&12**

**Cabinet – 25<sup>th</sup> February 2021**

**Re: Agenda item 16 - Improving Public Health - Bristol Clean Air Zone Update**

**Question submitted by: Stephen Wickham**

Whilst welcoming the CAZD in principle the emphasis has changed from a diesel ban, in first round consultation to hitting Euro 3 petrol , which MAY emit less NOX than real-world use of many Euro 6 diesels. (Slide in consultation 2)

Question:

1. What status will petrol cars registered to the disabled tax class have ? (re CAZ D charges)

Reply:

- Disabled tax class vehicles that are non-compliant will be exempt.
- All petrol newer than 2004 are exempt
- in 2019 DfT figures show that, petrol cars had an average age of 9.1 years, compared with 7.3 years for diesel cars.
- Vast majority petrol cars will already be complaint
- All diesel cars new than 2014 will be compliant – we know that more than half will be compliant. Of the other half, many do not travel regularly into the city centre

2. Will arrangements for those cars registered inside the CAZD differ from those outside? (as I've yet to find guidance in published papers pre deadline)

Reply:

- Residents living inside the CAZ D zone will be exempt for the first year of operation which will then be reviewed.
- Financial support for people to upgrade their vehicle to compliance
- For further details, please see Full Business Case 48, Appendix T – Charging Order and Full Business Case 02 Executive Summary.

**Question: PQ16.01**

**Cabinet – 25<sup>th</sup> February 2021**

**Re: Agenda item 16 - Improving Public Health - Bristol Clean Air Zone Update**

**Question submitted by: Councillor Don Alexander**

A resident of Sea Mills is concerned that the signs for the CAZ on the Portway (southbound) will advise vehicles heading towards Bristol that the junction with Sylvan Way and into Sea Mills is their last chance to leave the A4 and avoid payment. Whilst Sea Mills welcomes visitors to its many attractions, could the Cabinet Member offer me clear assurance that the signage on the Portway will not encourage speculative attempts to use Sylvan Way as a rat run to avoid the CAZ? Thanks.

**Answer:**

- **The Joint Air Quality Unit has provided guidance on how CAZ schemes should be signed. Advanced warning signs are installed at the last suitable junction which could be used to avoid the zone.**
- **The actions we are taking will deliver compliant clean air for the whole city; the improvement to the city's vehicles brought about by this behaviour change will benefit the whole city.**
- **We will look to address any localised displacement issues that may occur as a result of the CAZ.**
- **The cabinet member and transport officers are happy to meet to discuss in more detail**