

Full Council -7th Sept 2021

Agenda item 6 b

Public questions



Procedural note:

Questions submitted by members of the public:

- Questions can be about any matter the Council is responsible for or which directly affect the city.
- Members of the public who live and/or have a business in Bristol are entitled to submit up to 2 written questions, and to ask up to 2 supplementary questions. A supplementary question must arise directly out of the original question or the reply.
- Replies to questions will be given verbally by the Mayor (or a Cabinet member where relevant). If a reply cannot be given at the meeting (e.g. due to lack of time) or if written confirmation of the verbal reply is requested by the questioner, a written reply will be provided within 10 working days of the meeting.



*point of explanation - where a person has asked two questions on the same topic they are on the same line. Where topics are different they have different lines.

Ref No	Name	Title
PQ01	Jessica Errington	Lamppost charging points for electric cars
PQ02	Nigel Shipley	Need to achieve healthy air and focus on saving lives
PQ03 & P404	Tim Mason	Trials of alternatives to pesticides
PQ05 & PQ06	David Wiley	Cladding
PQ07 & PQ08	Grant Mercer	Asking schools to stop using pesticides
PQ09 & PQ10 &	Nicola Earnshaw	Measuring reduction in council pesticide use
PQ11 & PQ12	Roxanne Ismail	Cut-and-Collect mowers
PQ13	Valerie Harland	Sustainable Construction
PQ14 & PQ15	Ben Anthony	The Climate Emergency
PQ16 & PQ17	Julie Milton	The Council's One City Ecological Emergency Strategy
PQ18 & PQ19	John Templer	Illegal 10-hour rave in Sparke Evan Park Saturday 17 July 2021
PQ20 & PQ21	David Redgewell	Bus Service Reductions
PQ22 & PQ23	Dan Geerah	Response to the Ecological Emergency declaration in February 2020
PQ24	Mary Montgomery	Tackling Air Pollution
PQ25	Prof John Tarlton	Protecting vulnerable citizens from the effects of climate change
PQ26	Peter Herridge	Weston Harbour and Baltic Wharf Caravan Site
PQ27	Jill Tarton	Existing Green Infrastructure on developments
PQ28 & PQ29	Dr Claire Gronow	Carbon Emission reductions
PQ30 & PQ31	Tom Bosanquet	St Lukes Road BS3 & Council Fix My Street
PQ32	Suzanne Audrey	Play and Informal Recreation for Children
PQ33	Andrea Mackay	Tackling Single Use Plastic Recycling



QUESTION PQ 01

Subject: Lamppost charging points for electric cars

Question submitted by: Jessica Errington

I am writing to raise the question of why Bristol does not currently have any lamppost charging points for electric cars, and when you intend to introduce them.

I own a PHEV and live on a residential Clifton street of terraced houses with on street parking only. On the rare occasions that there is a parking space directly outside my house I can charge my car. The range that this provides is plenty for our needs and if we could guarantee the parking space we would be able to run fully electric. As it is, I am able to park there about 10% of the time, and consequently run our car almost entirely on petrol. I have three children at secondary school who attend lots of after school clubs and sporting events, so there are not viable alternatives to using our car for most of these trips.

Lamppost charging points have been successfully rolled out in many UK councils, including Westminster, Southwark, Kensington & Chelsea and Wandsworth. There are many commercial companies available to run installation programmes. It is inexcusable that a city with Bristol's green aspirations has so far failed to facilitate on-street charging for private electric vehicles.

Reply:

We continue to build on the considerable investments we have made in improving access to Electric Vehicle Charging points. This includes £2m in the Go Ultra Low West project of fast and rapid chargers, which has seen the installation of charging hubs in Eastville Park and leisure centres across the city.

In 2020 Government re-launched a grant for the On-street Residential Chargepoint Scheme (ORCS). £20 million of funding is earmarked in 2021-2022 for the scheme.

If we are successful in our bid for this grant, at least 150 lamppost chargers will be installed in around 50 streets throughout 2022 and 2023 on a rolling programme. Officers are undertaking a city-wide assessment of feasible locations.



QUESTION PQ 02**Subject: Need to achieve healthy air and focus on saving lives****Question submitted by: Nigel Shipley**

We need to achieve healthy air and focus on saving lives, not just aim for legal air quality.

The 300 deaths per year is a calculation of premature deaths attributable to air pollution and is based on a formula relating the average exposure in microgrammes per cubic metre of not just NO₂ but also fine particulates, PM_{2.5} in the air. Particulates are known to have double the health impact of nitrogen dioxide for the same microgrammes per cubic metre. However, the Clean Air government directive which sets the definition of legal air quality does not take into account the impact of particulates. This is why the CBI report - Breathing life into Bristol (April 2021, <https://www.cleanairfund.org/publication/bristol-caz/>) - tells us that although the small Clean Air Zone may achieve a legal air quality it would save only 20 lives a year. So what are we to do to save the remaining 280 lives per year? We need stricter measures than those achieving legal compliance if we are to achieve healthy air that is free of all pollutants. Our focus should be on saving lives, not on achieving a limited and flawed definition of legal air quality.

The recent finding that 38% of Bristol's particulates are from wood-smoke compared with only 11% from diesel cars underlines the importance of enforcing the existing limits on wood-smoke burning or better still impose an outright ban on the whole of greater Bristol. I welcome the Council's public engagement campaign to reduce woodsmoke, but this must not be an excuse to delay taking action as we have seen with the disgraceful delay in implementing the CAZ (proposed in 2017 and now suggested implementation five years later).

My question: The Clean Air government directive which sets the definition of legal air quality does not take into account the impact of particulates which have double the health impact of nitrogen dioxide. This is why a recent CBI survey estimates that even if the small Clean Air Zone were to achieve a legal air quality, it would save only 20 lives. Will the Council now accept that achieving legal air quality is insufficient and what will the Council do to achieve healthy air which will save the maximum number of lives?

REPLY:

This question was answered in person at the Full Council meeting.



QUESTION PQ 03 & 04

Subject: Trials of alternatives to pesticides

Question submitted by: Tim Mason

I submitted a question to the last meeting of full council (6 July, PQ 09), asking, 'What is the council's current pesticide policy for its own land?'

The response included the statement, 'We continue to trial suitable, cost-effective alternatives [to pesticides] and share the results with the city'.

I would like to know:

Question 1: What specific alternatives have been or are being trialled to date (hot foam, acetic acid, etc.)?

Question 2: Given that the results are being shared with the city, where can the public see them?

Reply:

Q1: A formal trial of pesticide alternatives took place in 2017 and a report of the trial can be found on the council website

https://democracy.bristol.gov.uk/documents/s13382/Glyphosate%20final%20report%20main%20appendix%20April%202017_final.pdf

Q2: We are no longer undertaking any formal trials of alternative treatment techniques, but officers in a range of services have reduced spraying in certain areas this year and are observing the results.

We are seeking to work with other cities, for example the Core Cities network, to see if any suitable alternatives have been found elsewhere including Lewes who use a foam stream machine.

We have established a Pesticide Reduction Working Group to develop a robust plan to reduce use. This is likely to involve more formal trials.



QUESTION PQ 05 & 06

Subject: Cladding

Question submitted by: David Wiley

Question 1: With the ongoing cladding issues since the Grenfell tower disaster and the confusing EWS1 form rules, what will Bristol City Council be doing to help make sure that the government work with RICS surveyors and mortgage lenders to help flatowners to be able to sell their properties? and what will Bristol City Council be doing to help Bristolians affected by this problem?

This is a massive nationwide issue where RICS guidance is now in place highlighting the possible need for buildings above and below 18m height to have a specialist EWS1 form completed to find out if there is any cladding and if it is dangerous. If remediation work is then needed the cost of this goes to the flat owners causing possible bankruptcy.

I and others in my block have been severely affected by this, amongst so many other Bristolians.

The government recently advised that the EWS1 form should not be needed for buildings under 18m but RICS have not changed their guidance and lenders will continue to follow RICS, so the situation continues to be a massive issue.

If you are not aware of this then you should read about it - it should be reported on daily it's such an issue.

I have sought advice from many agencies including my MP. One of my councillors has been very helpful. The other did not reply to two emails at all. The mayor's office passed this to BCC Housing, who are working on this. This is a desperate situation.

Reply:

We are sympathetic of the difficult position that some of the residents in Bristol find themselves in due to the Cladding issues following the Grenfell Tragedy; a situation that is happening on a national level.

We also acknowledge the difficulties and confusion that exist since the introduction of the EWS1 form process.

We also welcomed the announcement regarding the news that an EWS1 form would not be required on buildings under 18m in a hope that this would remove some of the uncertainty and confusion faced by residents and building owners. But we also noted the conflicting information still published by the Royal Institute Chartered Surveyors

We have written to the Secretary of State and asked for his assurances that this will be addressed and that this filter down through to industry and effect change for leaseholders and residents in this position.



We have also asked the Minister to reconsider the inequity to residents that face a financial burden in buildings under 18m, and that the remediation funding is expanded to cover all multi-flat residential buildings.

We have been working with Bristol MPs to get this raised with government in Parliament too.

Question 2: Please advise if Bristol City Council will be carrying out a review of the parking in Old Market to improve this area?

Near Gardiner Haskins (soon to be redeveloped) there has, is and will be massive building work. Multiple buildings have been built towards the station with more planned. Two blocks containing 30 flats with no underground parking have been built in the last few years around Jacob Street. Hundreds of flats are being constructed at the moment around Unity street. 12 new houses will be started this year in the same area. There are multiple other developments. Castle Park View is nearly completed and not very far away. Film crews use the car park and surrounding area weekly causing disruption. This is very close to the cycle lane which goes under the main road (although this is flooded regularly). This is already a highly built up area, which is constantly used. There is very limited parking already for current residents (with some parking for shoppers). There are no electrical charging points, which need to be added for the future.

Reply:

Old Market is a sustainable city centre area. As such we have no plans to increase parking or to support increased car usage

It has excellent public transport, close to the mainline train station and in close proximity to commercial and retail centres of the city.

Our focus is on improving public transport infrastructure and reliability along with safer segregated cycle routes. Having pedestrianised much of the old city, our direction of travel is liveable neighbourhoods and more housing in sustainable areas.



QUESTION PQ 07 & 08

Subject: Asking schools to stop using pesticides

Question submitted by: Grant Mercer

Questions: Asking schools to stop using pesticides

A question was submitted to the last meeting of full council (6 July, PQ10), asking, 'Has the council instructed schools in Bristol to stop using pesticides – including glyphosate – on their land?'

The response was, 'We don't have the powers over the management of school grounds directly, so we have to bring people with us. This is something we are going to raise with the Children's Board and Health and Well being Board.'

I would like to know:

Question 1: What was the Board's response?

Question 2: If the matter has not yet been raised with the Board, when will that happen?

Reply:

The last Children's board meeting was 14th June and the next is on 18th October. We have asked the board to include it on their agenda.



QUESTION PQ 09 & 10

Subject: Measuring reduction in council pesticide use

Question submitted by: Nicola Earnshaw

Questions: Measuring reduction in council pesticide use

A question was submitted to the last meeting of full council (6 July, PQ 16), asking, ‘Since the eco-emergency was declared, what percentage fall in pesticide use has there been on the council’s own land?’

The council did not answer that question, but stated, ‘we are developing our metrics in this area’.

It is important to measure pesticide use because a reduction in pesticide use is one of the key goals in the One City Ecological Emergency Strategy.

I would like to know:

Question 1: What are the difficulties in developing a metric?

Question 2: What progress has been made in developing a metric in the two months since this response was given?

Suggested reply;

Q1: The council uses pesticides in several different services, and contractors also use pesticides on our behalf. Records are held within each individual service area and contractor, and collating this information (which is not always digitised) needs resource.

Q2: We have records of the volume of each product purchased by the council and Bristol Waste who undertake weed control on the highway. However, not all pesticides purchased in a financial year is used in that year because, for example, of unfavourable weather conditions or other operational issues. Data from services is being collated to determine usage, but further work will be needed to collect data from other contractors.



QUESTION PQ11 & PQ12

Subject: Cut and Collect Mowers

Question submitted by: Roxanne Ismail

I submitted a question to the last meeting of full council (6 July, PQ 05), asking, 'What are the council's plans for getting enough cut-and-collect grass-mowers to manage its green space at a speed and on a scale fit for the ecological emergency?'

However, my question was not answered, although the response stated that the council operated cut-and-collect 'hay cut' mowing on 200 hectares of its land. In light of the ecological emergency, there must surely be a specific plan as to how much council-managed land should be managed for wildlife in the immediate future rather than in 2030.

I would appreciate, therefore, an answer to the following questions:

1. How many cut-and-collect mowers does the council own or plan to buy within the next six months?
2. Has the council explored sharing cut-and-collect mowers with other neighbouring councils in order to expedite the management of land for wildlife in Bristol?

Reply:

Q1. The council operates 5 cut-and-collect mowers.

As previously identified, we will be reviewing our grounds maintenance operations across the city – identifying and implementing the right changes that benefit wildlife and doing this as effectively and efficiently as we can. We will implement changes over a number of years.

We are not yet at a stage to determine what equipment we may need. However, the council is allocating capital funds to enable appropriate equipment to be procured.

Q2. We have not explored sharing cut and collect mowers with neighbouring authorities. We expect that other local authorities would be highly likely to be using their maintenance and mowing equipment at the same times as Bristol would.



QUESTION PQ13

Subject: Sustainable Construction

Question submitted by: Valerie Harland

What is BCC's plan to encourage more sustainable construction, such as maximum insulation, design for passive heating and cooling, use of recycled and eco materials, and wherever possible redevelopment rather than demolition and construction from scratch?

REPLY:

We have a strong record of basing major regeneration projects around repurposed buildings. For example, by repurposing the Brabazon Hangars at the YTL Arena Bristol, which we estimate more than 18,600 tonnes of carbon emissions will be saved than if we had built an arena from scratch.

On housing too, we know that the kind of homes we build, and where we put them that will be among the biggest determinants of the price we pay for our population growth. We need people to be part of those conversations, not just about the construction of buildings.

The council is currently working on an updated local plan, which will set even higher standards of sustainable design and construction for new development. At the last consultation stage we set out a new set of draft policies on climate change and sustainability.

The proposed requirements for new development included:

- Reducing carbon dioxide emissions by 100% through a combination of energy efficiency, on-site renewable energy generation and, in some cases, carbon offsetting.**
- Selecting sustainable heating and cooling systems, including passive measures to provide the right amount of solar gain and natural ventilation. Where possible, developments should connect to low-carbon heat networks.**
- Being resilient to future climate change impacts such as overheating and flood risk.**
- Managing resources efficiently, taking account of the wider environmental impact of construction materials and maximising the recycling and re-use of demolition materials.**

The council has limited control over the demolition of buildings. Where the council does have control on heritage grounds (i.e. listed buildings and buildings in conservation areas), the council's policies favour their retention and conversion to new uses over their demolition.



QUESTION PQ14 & PQ15

Subject: The Climate Emergency

Question submitted by: Ben Anthony

I have some questions I have some questions for you regarding you policies, progress, stance on the climate emergency.

1) A month or two ago the Secretary General of the U.N said the human race was walking into a 'minefield' in respect of climate change. Following on from this why are you not broadcasting daily or weekly at a minimum what you and the citizens of Bristol are doing and have to do to have any hope of combatting the affect of climate change and dealing with the emergency?

REPLY:

We communicate with the people of Bristol regularly on the action that we are taking and which individuals can take to reduce emissions – across the ten areas covered by the One City Climate Strategy:

- **1. Transport:**
- **2. Buildings:**
- **3. Heat decarbonisation:**
- **4. Electricity:**
- **5. Consumption and waste:**
- **6. Business and the economy:**
- **7. Public, voluntary, community and social enterprise services:**
- **8. Natural environment**
- **9. Food:**
- **10. Infrastructure interdependencies:**

We have created a dedicated website to provide advice to citizens on the action they can take: www.bristolclimatehub.org. We are supporting programmes with the Bristol Green Capital Partnership, Energy Network and Bristol Food Network which engage the public. And we are developing a 3 year one city climate engagement plan to join up the communication efforts of partners across the city.

We are also undertaking work ahead of COP26 to get proper funding for cities' decarbonisation efforts. We cannot reduce carbon emissions without real, dependable funding, and I am working with the World Economic Forum and as part of the UK Cities Climate Investment Commission to identify and secure the trillions of pounds worth of finance cities need to decarbonise.

Notwithstanding the work we are doing to address the climate emergency, there are other city crises that we need to address and communicate about: housing, covid, street violence, poverty, hunger.

We don't control all the channels of communication: editorial decisions are made by media outlets themselves. As you can see, however, there is no shortage of work they could report on with regards to our actions to respond to the climate emergency.



2) why are you still persisting with vast, huge building schemes when in the words of Schumacher 'small is beautiful' ? Other cities around the world are cancelling big building plans to concentrate on the climate emergency. Why the vast plans for an underground system rather than limit cars and use buses? Why the vast end of harbour plans etc

Q2.

Schumacher might have said small is beautiful. But Shelter believes everyone should have a home and that “home is everything”. We have a housing crisis, with over 13,000 people on the waiting list and it is essential we have to build homes for people. We also have to build homes for our growing population, which is projected to grow to 550,000 by 2050.

Given this increasing population, a mass transit system will provide an essential alternative to private cars – key to decarbonising our city’s transport system. We estimate that several billion pounds of investment is needed. Put simply, if we don’t invest in transformative projects like this, we won’t stop climate change.

3) why does the cabinet member who holds responsibility for the climate change also cover energy, waste and other areas? In wales for example the minister is solely responsible for 'climate change' nothing else. It is too much of an emergency for someone to try and also oversee other areas although of course they are all very connected.

Q3.

This portfolio ensures that the Cabinet Member is able to make decisions across these interconnected fields which help to achieve our carbon goals.



QUESTION PQ16 & PQ17

Subject: The Council's One City Ecological Emergency Strategy

Question submitted by: Julie Milton

The council's One City Ecological Emergency Strategy includes the key strategic goal of managing at least 30% of land in Bristol for the benefit of wildlife by 2030.

The council is a large landowner in Bristol, and so will have to apply this policy to its own land to reach this goal for the city.

In this emergency, it's important for the council to quickly identify areas of its land to 'wild'. But it's unclear whether the council has already done this, or whether it needs the help of the public to find areas of council green space that aren't being used by local people.

If the latter, then – in line with the council's 'One City' approach – it would surely be helpful for local people to suggest areas for the council to 'wild'.

I would like to know:

1. Does the council want the public's help to identify areas of the council's green space to manage for wildlife?
2. If so, who is the council officer that the public should contact?

Reply:

Q1. We would love to hear from the public. We are committed to engaging with the public on changes that involve local communities and hearing suggestions.

Q2. You can contact your local councillor who can advocate to officers on your behalf.

Officers are exploring creating an online portal on our web pages in order that residents can submit suggestions for spaces we should prioritise managing for wildlife. In the meantime, however, you can make comments about parks and green spaces any time using our online reporting forms which are here

<https://www.bristol.gov.uk/museums-parks-sports-culture/report-problem-in-park> .



QUESTION PQ18 & PQ19

Subject: Illegal 10-hour rave in Sparke Evan Park Saturday 17 July 2021

Question submitted by: John Templar

See PS01 for background.

1. Was the mayor aware that there was no longer any kind of service provision to deal with this kind of anti-social behaviour/noise pollution?
2. What solutions can the mayor offer to ensure this kind of exploitation is dealt with robustly to stop people's quality of life in Bristol being further damaged in future?

Reply:

This question was answered in person at the Full Council meeting.



QUESTION PQ20 & PQ21

Subject: David Redgewell

Question submitted by: Bus Service Reductions

- 1. With the following bus being withdrawn - what action is the Bristol city mayor Malvin Rees with Transport Councillor Don Alexander to get these vital city region bus services reinstated?**

By the West of England mayoral combined authority and North Somerset bus Network working with Bath and North east Somerset council and south Gloucestershire council. This has resulted in the following bus service.

being withdrawn from uwe Downend staple hill, Hillfields ,kingswood Town centre warmly, North common willsbridge, keynsham, saltford, Newbridge, Weston and Bath bus and coach station

All journeys withdrawn are:

- Service 5 Bristol city centre, St Pauls, Eastville park, Stapleton village Fishponds,,oidbury court, Downend . Service withdrawn. Evening and Sunday
- 37 Bristol to Bath spa bus station. Lawrence hill station ,Redfield st George park, Hanham, longwell green, Bitton, Kelston ,weston ,Bath spa bus station. 2 services operating
- No evening service on Service T 2 Bristol bus station Gloucester road Filton, Patchway ,cribbs causeway bus station Alverston and Thornbury. No evening or Sunday services.
- Y2 Bristol bus and coach station to Fishpond, Downend,Bromley Heath and yate bus and coach station. and chipping sodbury. No evening service
- 672 Bristol To Bedminster and the chew valley just 4 buses aday .
- Bristol to Nailsea and clevedon service reductions on Sunday s
- x8 x9 Withdrawn the bus service through bus service Thornbury to Dursey may lanes bus and coach station via Charfield and wickwar wotton under edge. With no connection with 65 onward to Gloucester via stonehouse. Not from may lane bus station but sainsbury's.

The government has reduced the covid 19 bus operators grant on 27 .3 Million is reduced by the government to 226 .5 million pounds between October 2021 and April 2022 when bus back better grant kick in and the west of England and North Somerset bus service important plan comes into operation.

The new network with reductions from 30 th August 2021

The Department for transport staycation advertising for travel to tourist attraction in Bristol and go out for meal does not mean alot to residents and tourists who have no bus service home and Tourists on West country tv if the Bus service are withdrawn.

The metro mayor Dan Norris is pushing government for extra the Grant's for the west of England combined authority and North Somerset council. What action is being taken to lobby the city region of Bristol and Bath MPs for more bus grant for the west of England and North Somerset council area .

Reply:

As the Transport Authority for the region, the West of England Combined Authority (WECA) is responsible for overseeing bus services. We support the efforts of WECA to increase funding of bus services in line with the aspirations and intentions of the National Bus Strategy.

Don is raising the issues about reduced services with the Combined Authority, as are our neighbouring authorities. I'm sure you will also be raising it with them.



We continue to bring forward highway schemes (such as Bristol Bridge) to provide quick and reliable operation of bus service, in order to support an extensive and efficient network of services.

- 2. What action is Mayor Rees taking with councillor Don Alexander to oppose the withdraw by the Department for transport of Bristol Temple meads, Keynsham, Oldfield park, Bath Spa, Bradford on Avon, Trowbridge, Westbury, Warminster, Salisbury and London Waterloo.**

This service provides connection to south London and via clapham junction to Gatwick Airport and Brighton.

Will Bristol city council object to the loss of this important rail service from December 2021 with the Bath and North east Somerset council and south Gloucestershire council.

South western railway - a first group MTR company - also provides a number commuter of links out of Bath and Bristol in the morning and at lunch times Which the Department for have not contracted to first group Great western railway.

Reply:

I am aware that South Western Railway is consulting on potential timetable changes, including the proposed withdrawal of the Bristol Temple Meads to London Waterloo service.

There are regular services to London and Bath, but we will respond in the consultation with our concerns about the loss of services between Bristol and local stations such as Westbury and Salisbury.



QUESTION PQ22 & PQ23

Subject: Response to the Ecological Emergency declaration in February 2020

Question submitted by: Dan Geerah

Q1 - How are the council weighing up the Climate Emergency and the Ecological Emergency when there are conflicting outputs?

An example of this is the purchasing of a cut and collect mower to manage wildflower verges. The reason given by the council for not purchasing a cut-and-collect mower (which significantly improves the ecology of a verge and reduces the cost to taxpayers) was the high carbon footprint. In this double-headed emergency, the council must be making decisions to prioritise one or the other, despite an available compromise.

Q2 - What service can the council offer local groups wishing to remove cuttings from verges (i.e. composting or garden waste)?

For a successful wildflower meadow or verge, all clippings must be removed from site to prevent grasses dominating. How can we promote more sites having clippings removed and composted.

Reply:

Q1: We are implementing our climate and ecological strategies in an integrated way and will seek to find solutions which meet both ecological and climate objectives. Where this is not possible decisions will be made on a case-by-case basis, taking advice from the relevant officers in the council.

There is a carbon footprint to carrying out all grounds maintenance services including cut and collect mowing. Over time we predict this footprint will change and reduce – for example by the introduction of battery-operated equipment. As we will be looking at change across the city, we will be able to see the overall impact of this in terms of equipment required and how it is used.

Q2: We are not currently able to offer local groups a collection service for grass cuttings arising from public land.



QUESTION PQ24

Subject: Tackling Air Pollution

Question submitted by: Mary Montgomery

Currently 5 people are dying each week in Bristol as a result of air pollution. What strategies is Bristol City Council adopting in order to tackle air pollution?

Reply:

The figures you refer to relate to a study undertaken several years ago based on data from 2013. Air quality in the city has improved since then and we have seen bigger reductions in the last year.

The main sources of this pollution are traffic and solid fuel burning. To address these we are :

- Implementing a Clean Air Zone and we have been working to implement that in Bristol in the most effective and fair way possible. We have secured millions of pounds to do this and assist people and business to upgrade vehicles.
- Implementing a wide range of sustainable transport measures to go beyond the clean air zone, such as the closure of Bristol Bridge which significantly reduced traffic across the central area in a very short space of time and wider public transport improvements to help residents transition from car based trips to more sustainable options.
- Running city-wide communications campaigns in winter on solid fuel burning
- Undertaking an in-depth public engagement project in one area of the city to pilot new approaches to reduce solid fuel burning.
- Working with government on new regulations to control pollution from machinery on building sites.



QUESTION PQ25

Subject: Protecting vulnerable citizens from the effects of climate change

Question submitted by: John Tarlton

In 2003, 70,000 people died in Europe as a direct result of that year's heatwave (WHO). Dangerous heatwaves are already 30x more likely as a result of Climate Change and are projected to occur once in every two years by 2050 (Met Office). Heat related deaths are predicted to more than triple by mid-century (European Environment Agency), and it is elderly city dwellers that are most at risk (Lancet 2020). As tree cover represents one of the most effective measures against city heating, and in order to protect Bristol's most vulnerable inhabitants, can the Council commit to doubling the tree canopy cover in central areas of Bristol in line with the City as a whole (doubling by 2046) and bring to an end widespread felling of mature trees and loss of formal, informal and private green spaces in areas of Bristol already over-developed.

Reply:

The Council is drawing up a Climate Resilience plan in response to the expected increase in average summer temperature and urban heat island effect.

There is correlation a between lack of tree Canopy Cover and Impervious Surfaces causing consistently higher Land Surface Temperatures that contribute to urban heat island effect. We also have a target to double Bristol's tree canopy in the One City plan.

In June this year, the Council endorsed the West of England Tree and Woodland Strategy. In response to the Ecological Emergency, the Council has committed to produce a Tree and Woodland Strategy that will review options for tree planting and management of existing trees and woodland, within the context of a green infrastructure plan for the city.



QUESTION PQ 26**Subject: Weston Harbour and Baltic Wharf Caravan Site****Question submitted by: Peter Herridge**

I recently looked at the council's Western Harbour website and noticed from the map published there that the Baltic Wharf caravan site is included in the Western Harbour regeneration engagement area. Why is it then that a private development company (Goram Homes) is currently being allowed to apply for planning permission to develop this substantial plot of land within the regeneration area when the consultation is still under way? Surely the future of the Baltic Wharf caravan site needs to be considered in the context of the overall plan for the Western Harbour regeneration and should be included in the currently ongoing two year consultation. If that were the case a number of different potential uses for the site could be considered. I hope you will be able to make sure that this is the case and that the current planning application (21/01331/F) is placed on hold until the full consultation has taken place. If you are unable to give this assurance could you please make a full public statement explaining exactly why this site is being treated differently to other sites in the Western Harbour regeneration engagement area?

Reply:

The Western Harbour Growth & Regeneration Area is larger than the Western Harbour Project Area and it includes land that is owned by both the public and private sector.

Therefore, development proposals may come forward in the Western Harbour Growth & Regeneration Area independently and earlier than developments in the Western Harbour Project Area, as the council continues to progress its plans for the Project Area.

The Goram Homes Baltic Wharf development is one such development located in the wider Western Harbour Growth & Regeneration Area. If approved the development will provide much-needed homes, including affordable homes, in the area in a very sustainable location. Our biggest challenge is to tackle the housing crisis alongside the climate and ecological emergencies – this means considering height, density, and bringing forward developments in sustainable locations. The area around the harbour is the perfect location if we are serious about tackling the environmental emergency.

As design proposals emerge for the Western Harbour Project Area, they will reach across the “red lines” of development and plan boundaries to consider and respond to the surrounding context, which will include any planned or existing developments within the Western Harbour Regeneration & Growth Area.



QUESTION PQ 27

Subject: Existing Green Infrastructure on developments

Question submitted by: Jill Tarton

Bristol City Council planning policy advises the retention of existing green infrastructure when developing and building on land, but unfortunately this is easily overridden. Land is often stripped of its mature trees before building as much as possible on it in order to maximise profits. Promises are made to replace such trees, but a mature tree cannot be compensated for by planting saplings which take decades to grow, and it takes even longer to recover the sequestered carbon that has been lost. The Climate Breakdown science clearly tells us that we don't have decades to spare. Will Bristol City Council start to prioritise the Climate and Ecological Emergency by making it mandatory that developers build AROUND existing trees on sites, even if this means building fewer units? This would help ensure a greener and healthier environment for future generations.

Reply:

Bristol's planning policies are clear that all new development should integrate important existing trees, and that the loss of Ancient Woodland, Aged trees or Veteran trees will not be permitted. But development is complex and there are situations where removal of trees is necessary to secure other benefits such as affordable housing, active travel, employment. We have to balance the climate and ecological crisis with the existing and serious housing crisis.

What we expect is sustainable development in its widest sense, and existing green infrastructure will be just one of many considerations that planning committees have to weigh up in their decisions. An additional crucial factor is a sustainable location.

In cases where trees are removed we require replacement trees (under the Bristol Tree Replacement Standard), and we require more to be planted than the numbers lost.

We recognise the time it takes to establish trees of scale, and we are currently working on plans to radically increase the tree planting numbers across the city to meet the One City ambition to double Bristol's tree canopy by 2046. We are also urgently working with developers to bring forward new tree plantations, vertical gardens and green walls.



QUESTION PQ28 & PQ29

Subject: Carbon Emission Reductions

Question submitted by: Dr Claire Gronow

In 2020, Arup estimated Bristol City's carbon emissions to be about 5,000 ktCO_{2e}. That means that to achieve the carbon neutral goal by 2030, a reduction of 500 ktCO_{2e} is required per annum. How many tonnes of carbon reduction have been achieved since the election in May 2021?

Which actions in the last five months have led to the most significant carbon emission reductions?

Reply:

It is not possible to report carbon savings in the way which your question implies. The figures you refer to are based on an economic model and estimates of emission intensity of different sectors of the economy, that is tonnes of carbon per pound of turnover in different types of business.

These figures refer to the total Bristol economy – so that's all businesses and public sector organisations in Bristol and includes all their direct and indirect emissions. Responsibility for these emissions lies with businesses and organisations as well as individuals themselves. The city council for our part has reduced its emissions substantially in recent years and I have set a target for us to be carbon neutral for our direct emissions by 2025.

We do have measured data on the city's emissions from energy and transport within the boundary of the city, but this is collected nationally. This data, when available is included in the council's performance indicators.



QUESTION PQ30 & PQ31

Subject: St Lukes Road BS3 & Council Fix My Street

Question submitted by: Tom Bosanquet

1) There was a fascinating recent Radio 4 documentary called 'Positive Thinking' which focused on the Swedish Vision Zero Strategy - I hope you will look it up, listen & contemplate on the discussion. It describes the belief, started in Sweden in the 90s, that road deaths & serious injuries should not be seen as inevitable. It understands that humans are fallible - mistakes happen, people do not behave perfectly. The focus, therefore, is to minimise damage when incidents happen. Looking at the speed, stopping times & kinetic energy of vehicles, there is a striking difference between travelling at 20mph and 30mph - at 30mph both the stopping distance and kinetic energy are over doubled compared with 20mph. This means that not only are crashes far more likely to occur, but also the resulting damage will be far greater.

I can't help but tie this in to my ongoing complaints & frustration about your administration's glacial 'progress' to improving the safety of my local road, St Lukes Rd BS3, where a pedestrian crossing has been planned & budgeted for for several years already. I'm sure you don't need reminding of the regular unmet promises from you for updates & progress surrounding this particular project, let alone the numerous others around our city. You must be aware that this is a busy pedestrian route, both to the park & local primary school, and that the Avon & Somerset Police Road team describe it as one of their most consistent sites for speeding. Policing won't solve the issues and you've previously wrung your hands, stating that it is a key route where cars must flow.. And yet, with school restarting, we have absolutely no vision of a safe crossing here and motor vehicles can continue speeding unchecked.

What is needed here, and all around the city, is proper infrastructure for pedestrians & cyclists - safe, maintained & joined up. This no doubt ties in with the forthcoming changes to the Highway Code which will finally bring in a hierarchy of road users that ensures road users who can do the greatest harm have the greatest responsibility to reduce the danger they may pose to others. Far too often I hear that people are too scared to cycle, so we continue our unhealthy motor vehicle obsession that prolongs poor health & environment.

So, will you step up and provide a citywide rebalancing of our shared spaces to provide positive changes for the safety & well being of all residents?

Reply:

We are committed to improving the safety and wellbeing of all residents and visitors to Bristol. However, as with other challenges we are grappling with, we need to balance many competing demands and ensure that we make changes in a holistic way that avoids unintended consequences.

The City Council adopted a Safe Systems Approach to Road Safety in 2015 which is based on the Vision Zero concept. We have followed that up with a One City target of zero people killed or seriously injured on roads in Bristol by 2040.

This flows through to the approach set out in the Bristol Transport Strategy to improve facilities for sustainable travel and reduce the impact of vehicles on our residents whilst improving access and supporting the growth of the City.

There are many recent examples where this has been achieved and where high-quality dedicated facilities for cyclists or measures to reduce the impact of vehicles around



schools, shopping and residential areas have been delivered. This includes the closure of Bristol Bridge and Baldwin Street to private vehicles, and the delivery of new segregated cycle lanes.

Question

2) In the run up to Local & Mayoral Elections this year, you trumpeted how your administration had dealt with many potholes. And yet, when I and others try to get damaged pavements or other issues fixed, we are met with precisely no action!

As an example, using your Council Fix My Street website, pavement defects (often caused by regular & unchecked pavement parking!) reported in June have been promptly seen/opened by BCC and then have had no further action.

So I wonder if your trumpet is but a charade and ask what residents are to do to get things fixed promptly?

Reply:

I am grateful the city trusted me with a second term.

We have had an enormous number of reports regarding blocked gullies during August and we are working hard to investigate each one. We have also suffered staff shortages due to Covid 19 and the need for staff to self-isolate.

I can, however, advise that the gullies on St Lukes Road were cleansed and tested on the week beginning 30 August and are all now free-flowing.



QUESTION PQ32

Subject: Play and Informal Recreating for Children

Question submitted by : Suzanne Audrey

Background

Bristol's Urban Living SPD indicates:

- Residential schemes that are likely to accommodate children and young people should facilitate opportunities for play and informal recreation and enable children and young people to be independently mobile. Under 5s should be within 100m of a suitable play facility/area, and all other children should be within 400m of a suitable play space
- Providing 10sqm of play space for each child that is expected to live in a scheme. This should normally be integrated into the scheme. However, off-site provision, including the creation of new facilities or improvements to existing provision, secured by an appropriate financial contribution, may be acceptable where it can be demonstrated that it addresses the needs of the development whilst continuing to meet the needs of existing residents. This is likely to be more appropriate for the provision of play facilities for older children, who can travel further to access it, but should still usually be within 400 metres of the development and be accessible via a safe route from children's homes.

The 17-storey development at Totterdown Bridge has a 'child yield' of 40. This tower is sandwiched between the fast-flowing River Avon and the busy Bath Road dual carriageway. No ground level public space is provided for children's play. However, it was approved with private outdoor space, including children's play areas, being provided by "5sqm balconies and 400sqm outdoor communal roof terrace space".

Question

I am very concerned that an increasing number of children will be living in the high-rise towers currently under construction in Bristol. As Mayor, as the cabinet member with responsibility for planning, and as a father of young children, please can you give your views about whether the balconies and communal roof terraces of high-rise flats are adequate to "facilitate opportunities for play and informal recreation and enable children and young people to be independently mobile"?

Reply:

This question was answered in person at the Full Council meeting.



QUESTION PQ33**Subject: Tackling Single Use Plastic Recycling****Question submitted by: Andrea Mackay**

The Bristol One City strategy speaks of working together as a city to tackle single-use plastics, but there are many items which fall into the hard-to-recycle category, such as toothpaste tubes, blister packs, plastic razor blades etc. I have been very impressed by recycling schemes for certain single-use plastics run by Terracycle, so that for example, I collect pet food pouches for neighbours and deliver them to our local cat refuge, the Moggery, and I also collect medical blister packs from neighbours and drop them off at one of only 3 collection points in Bristol, the Broadmead Superdrug store. These efforts by individuals must be a drop in the ocean, however, compared to all the people in Bristol who don't even realise that these items can now be recycled.

Does the council have any plans either to begin facilitating the collection of such items themselves, (either through kerbside recycling, or collection points at Recycling centres in Bristol), or to work with organisations such as Terracycle to publicise how to recycle these challenging items? If the council doesn't envisage such action, what strategies does the council have for increasing recycling rates for plastic waste currently going into black bins rather than recycling bins?

Reply:

We've been running the Clean Streets campaign to transform Bristol's relationship with waste. We do start with street cleanliness but I agree our challenge is also about reducing waste in the first place – increase reuse and recycling and ultimately converting waste to energy.

We are working with waste operators in the city to look at our whole waste cycle, including the quantity and range of products we can recycle. As such the council fully supports pioneers of hard to recycle materials such blister packs and pet food pouches, and we do this through sharing social media and advice given through our community engagement teams at public events, schools and tours.

When looking at introducing new recycling streams we need to ensure the following:

- **There is an efficient way to collect and store the materials;**
- **The end market is stable and viable;**
- **And now the carbon impact.**

Taking these factors into account, at present, a city-wide collection is not viable, but we will continue to promote industry-led schemes.

The forthcoming Environment Bill, however, will likely place a greater responsibility on producers creating such packaging, with the aim of creating viable markets for hard-to-recycle packaging. This may enable us to start collecting the types of materials you have described.

