

Full Council -9<sup>th</sup> November 2021

Agenda item 6 b

Public questions



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\*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.

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**QUESTION PQ 01**

**Subject: Residents Parking scheme for Ashley Street**

**Question submitted by: Dugald McNaughtan**

While the residents of Ashley Street BS2 understand the need for new housing to be built and have been broadly supportive of the Brooks Dye Works housing development in St Werburghs, we are nevertheless concerned that with new houses being built directly on Ashley street requiring parking not provided by the developers, the overflow from visitors to the new development, and the continuing demand from visitors to the Ashley Street park, Mina Road park and nearby shops, it is likely that we will soon face the prospect of parking being unavailable to us in our own street and the surrounding area. Naturally, many of us need to be able to drive for work, to transport children and adults with limited mobility who live in Ashley Street and for more day-to-day uses.

Can a residents parking scheme therefore be considered for Ashley Street BS2?

**Reply:**

Delivering housing on brownfield sites is very important for ensuring we meet our housing need while protecting our green spaces. Housing developments are required to provide adequate parking for the residents that will be accommodated by the housing.

We want to make sure we are led by the needs of all residents in a local area, and would introduce Residents' Parking Schemes if there is overwhelming local support. This needs to be harnessed by your local councillors. However, our direction of travel is against Residents' Parking Schemes, particularly in central areas where we want to reduce reliance on cars.



**QUESTION PQ 02**

**Subject: Plant-based food systems for schools**

**Question submitted by: Salem Bennett/ Feed Our Future Bristol**

Mayor,

My name is Salem and I am here to talk to you about helping schools to transition towards a more plant-based food system.

We were the 1st city to declare a climate emergency thanks to Carla Denyer, we are now known as a progressive city who leads the way on issues related to the climate crisis. COP26 is coming to an end and as a city it will do wonders if we can say we are leading on this too.

The agricultural industry is a leading cause of the climate crisis and in our One Climate City Strategy Bristol city council set an objective to move the city towards a more plant based diet  
But what action can the council take?

ProVeg are a leading food awareness organisation who offer a package of free support helping councils & caterers introduce more plant-based food in their menus.

When Leeds City Council were supported by ProVeg they successfully included 2 vegetarian days in all of their 182 primary schools. We are now speaking to over 20 local authorities across the country & many are interested in making changes.

We ask the mayor if you would be willing to engage with Proveg who will advise this council for free on how we can transition the Bristol education system towards a more plant-based food system?'

**Reply:**

Feeding children, and ensuring all families have access to nutritious and healthy food, is a priority for this administration and we have led action through Feeding Bristol and Your Holiday Hub to deliver nutritious meals for children across the city – in and out of school terms.

BCC was a lead partner in Bristol's successful bid to achieve the Sustainable Food Places Gold Award for the city this year. We are continuing to be an active member of the city's food partnership and will soon be developing a One City Good Food Plan 2030 to i) deliver the food goals in the One City Plan and ii) support our response to the climate and ecological emergencies. I also signed the Glasgow Food and Climate Declaration on behalf of Bristol in December 2020.

As an organisation we fully recognise the significance of our food system in relation to the climate emergency and are working hard to take appropriate action.

Schools have delegated responsibility over their own budgets, and are best-placed to know the needs of their students and local community. However, food contracts that are procured



and managed by our Trading With Schools Service have a specification which includes “meat free” days and a daily vegetarian option.

I understand that you have previously made contact with our Trading with Schools Service who have considered your approach. They will be in contact should they decide that additional support from ProVeg would complement our existing work.



**QUESTION PQ 03**

**Subject: Seagulls in the City Centre**

**Question submitted by: David Wiley**

Please advise what BCC are doing and will do about the massive nuisance and problem of seagulls in the city centre, especially in Broadmead shopping area where people are regularly attacked.

**Reply:**

Seagulls and other birds are protected under the Wildlife and Countryside Act 1981.

We've declared an Ecological Emergency and we have committed to supporting wildlife and their habitats.

We have neither the power nor the intention to cull gulls, but we know that cleaning up the city centre will make them less likely to disturb humans.

Regular street cleaning to help remove potential food sources and litter enforcement will help reduce food sources which can attract them. Our Waste and Neighbourhood Enforcement teams in partnership with other organisations are working with businesses to ensure they store their waste in containers and store waste inside their premises until collection. We are also encouraging businesses increasing the frequency of collection as part of a new initiative to clean up the city centre.



**QUESTION PQ 04 & PQ 05**

**Subject: Tree Inspection Report - Passage Road in Brentry**

**Question submitted by: Peter Beard**

- 1). The last tree inspection report was conducted in 2015. So where is the data to back up the assertion that the trees are being damaged by parking on this low value scrub land?
- 2). Considering that the data shows the trees condition is in fact “satisfactory” can the Mayor call off the parks department and ask them to engage in meaningful discussion with residents to explore a resolution that satisfies everyone?

**Reply:**

We acknowledge there are particular circumstances in this area and will be exploring more joined-up solutions in the immediate area to protect local green spaces in the longer-term. I have instructed officers to look at potential options to resolve the issue.



**QUESTION PQ 06 & 07**

**Subject: Parking situation affecting residents along Passage Road.**

**Question submitted by: Elwira Koczur**

My questions are in regards to the parking situation affecting residents living in the rank of houses 230-244 Passage Road and the decision taken by the Trees department to block vehicular access to the properties, by placing boulders on the green land.

1. As the boulders have already been placed, we are forced to park further away and walk home. We have no street lights illuminating the area outside our homes. As a woman, especially in light of recent events and cases and crime rising in BS10 7DN postcode, I simply do not feel safe walking to my house in the complete dark. How does the Mayor propose to improve our safety and provide street lighting?
2. If a spine road were constructed it would allow us to park in our front gardens. Will the Mayor look at building this narrow road?

**Reply:**

We acknowledge there are particular circumstances in this area and will be exploring more joined-up solutions in the immediate area to protect local green spaces in the longer-term. I have instructed officers to look at potential options to resolve the issue.





**QUESTION PQ 08**

**Subject: Advertising and Sponsorship Policy**

**Question submitted by: Paul Wheeler**

Section 5.5 of the council's Advertising and Sponsorship policy states that "the council retains the right to refuse advertising on the grounds that, in the council's opinion, it is inappropriate, it conflicts with services already provided by the organisation or it is incompatible with the council's values and strategic goals as set out in its Corporate Strategy."

One of the building blocks of the council's Corporate Strategy is Sustainability, which it explains as "Tackle the Climate and Ecological Emergencies while inclusively growing the economy, maximising our positive environmental impacts and avoiding or mitigating negative ones wherever possible. Build our climate and ecological resilience."

Bearing in mind that commitment and the council's climate emergency declaration and pledge to make the city carbon neutral by 2030, will the Mayor use section 5.5 of the Advertising and Sponsorship policy to refuse advertising by companies selling or dependent on fossil fuels, such as oil and gas suppliers, airlines and petrol, diesel and hybrid vehicle manufacturers?

**Reply:**

We have committed to exploring how best to reflect our climate and ecological ambitions within this policy, in the absence of common industry standards and legal precedents.

The draft Corporate Strategy will not be enacted unless it is approved by Full Council this December, but if it is approved, a review and potential update of the policy will be part of officers' resulting actions.

I believe this route is likely to produce better quality policy outcomes than seeking to enforce restrictions on the basis of the clause cited in the question. It would give us an opportunity to update the policy and conduct public consultation as required.



**QUESTION PQ09 & PQ10**

**Subject: Parking on Passage Road Open Space**

**Question submitted by: Philip Pople**

The reason for these boulders is the apparent damage caused to the trees. Can you please provide us with the reports that justify this assertion? Surely reports were compiled to substantiate this.

If the Mayor will not commit to the building of the road will he at least order the Parks Department to enter negotiations with the residents to explore transferring a small stretch of this land so that we can build the spine road.

**Reply:**

We acknowledge there are particular circumstances in this area and will be exploring more joined-up solutions in the immediate area to protect local green spaces in the longer-term. I have instructed officers to look at potential options to resolve the issue.



**QUESTION PQ11 & PQ12**

**Subject: Affected parking on Passage Road**

**Question submitted by: Lee Westney**

1. Residents raise these issues but keep getting referred to the Area 2 committee. This committee has the least funding of any area in the city – and so offers no realistic solution to our problems. How does the Mayor propose to equalise the funding for the area committees so that we have a fighting chance of getting the improvements we need?
2. Residents on Passage Road have a low value green space outside our houses. We have been parking on this low value land for decades without any problems. Recently we have been told that boulders will be used to prevent this and yet no solution is being offered to the acute parking problems in the narrow roads around us. What is the Mayor's solution?

**Reply:**

**Q1:**

I agree. Area committees get funded through money raised from developments in the local area. As some areas have lower levels of development (such as housing and infrastructure) they therefore have less CIL funding allocated to them.

This is why we brought forward the Area Committee system in order to disperse CIL funding more broadly across different areas of the city. It is acknowledged that the AC2 area receives the lowest level of funding from development, of all the Area Committees. This is because it is the area of the City in which least development takes place.

However, AC2 will benefit from approximately £400,000 of Local CIL when the Arena comes forward. This will enable a significant number of local improvements to be funded within the AC2 area.

**Q2:**

We acknowledge there are particular circumstances in this area and will be exploring more joined-up solutions in the immediate area to protect local green spaces in the longer-term. I have instructed officers to look at potential options to resolve the issue.



**QUESTION PQ13 & PQ14**

**Subject: Parking problems that affect parts of North Bristol**

**Question submitted by: Jack Beard**

1. Is the Mayor aware of the acute parking problems that affect parts of North Bristol including Henbury & Brentry – an estate that was built before widespread car ownership? If so can he please explain what proposals he has to improve the parking situation in the area?

2. With electric cars increasingly becoming the new norm. How does the Mayor propose we charge our vehicles if we are unable to access our front gardens and charge on private drives?

**Suggested reply:**

Q1:

As you say, our housing infrastructure in this area was not built with car ownership in mind, so we have to balance constrained space and infrastructure for lots of different needs.

That is why we're developing improved public transport. We are currently working on infrastructure to ensure the number 1&2 service is more frequent and reliable. The mass transit system will also serve nearby areas.

We are also working to improve active travel routes so residents can access nearby amenities. All of this is to enable alternatives to private car use.

Q2:

We acknowledge there are particular circumstances in this area and will be exploring more joined-up solutions in the immediate area to protect local green spaces in the longer-term. I have instructed officers to look at potential options to resolve the issue.

We have developed a network of over 250 rapid and fast charging points across the city which are available to the public.



**QUESTION PQ 15**

**Subject: Avon Pension Fund**

**Question submitted by: Paula Bramley**

Will Bristol City Council leave the Avon Pension Fund if it refuses to stop investing in fossil fuels?

**Reply:**

Tens of thousands of workers' future interests are tied up in the Avon Pension Fund, and Bristol City Council is one of the primary employers in the scheme. To simply leave would be an abdication of our responsibilities to our workforce – past and present.

The Council's HR Committee receive an annual report from the Avon Pension Fund and in recent years they have been revising their investment strategy to move away from investment in fossil fuels.



**QUESTION PQ16**

**Subject: Children living in Tall Buildings**

**Question submitted by: Suzanne Audrey**

Please can you outline what measures are in place to enforce compliance with the Urban Living SPD aims in relation to children living in tall buildings?

**Reply:**

Bristol's planning policies, including the Urban Living SPD, are clear that all new development should contribute to the provision of suitable amenity space for new residents of all ages.

Each development proposal needs to be dealt with on its own merits in terms of what can be provided and what will best support exiting and new residents. For example, private or communal terraces and balconies, or improvements to existing play facilities nearby.

What we expect is each development to demonstrate how it best meets not just the amount of space required by policy, but also the quality of space to meet peoples' needs. These, along with a range of other policy issues that support the quality of life of new residents, are considered and balanced together when we receive planning applications.



**QUESTION PQ17**

**Subject: Western Harbour proposals**

**Question submitted by: Suzanne Audrey**

**Background.** With regard to proposals for the development of 'Western Harbour', BristolLive reported that you said: “In-person and online workshops, which are open to the community in and around Western Harbour at Riverside Garden Centre, as well as Lawrence Weston, Easton, and Knowle, are designed to draw out stories of the area and establish what the harbour means to people.”

[<https://www.bristolpost.co.uk/news/bristol-news/mayor-explains-hes-asking-people-5962361>]

However, it is not clear what took place, and with whom, in Knowle.

**Question.** Please can you give details of the community workshop that took place in Knowle including who was invited to participate.

**Reply:**

There might have been a misunderstanding here.

Knowle West Media Centre are one of the partners supporting listening labs with local community groups – they held an event with Filwood Chase History Society at Filwood Community Centre in 24th September.

The usual members of the history group would have been invited – we are grateful for their input to the project, which continues with exhibitions and further engagement over the coming months.



**QUESTION PQ18 & PQ19**

**Subject: Wood Burners**

**Question submitted by: Elizabeth Chester**

Wood-burners are almost exclusively used by more affluent residents who have other forms of heating. With gas & electricity prices rising, we risk them using their wood-burners more this winter, contributing to particulate air pollution in residential areas that will predominantly affect the developing lungs of children and the more vulnerable lungs of older people and others with respiratory problems. This is especially bad given the threat from both Covid and flu this winter. With wood-burning stoves recently shown to be 750 times more polluting than HGVs\*, enforcement is needed of existing Clean Air Legislation. This problem will not go away if ignored.

Q1: What is the Council planning to do to enforce existing Clean Air Legislation?

Q2: How is the Council going to educate residents about the harmful health effects of the domestic burning of wood (and coal)?

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<https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.theguardian.com%2Fenvironment%2F2021%2Foct%2F09%2Feco-wood-stoves-emit-pollution-hgv-ecodesign&data=04%7C01%7C%7C9b0a90ff7b634aeaf84308d99deeea9e%7C6378a7a50f214482aee0897eb7de331f%7C0%7C0%7C637714471719841149%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAilCJQljoiv2luMzliLCJBTil6k1haWwiLCJXVCi6Mn0%3D%7C1000&data=VqbQ%2BYAk2h8UCz%2FXRKA1xDOXRP G1eDOgAidgCzxrM%3D&reserved=0> >

**Reply:**

**Q1**

These are great questions. We recognise the challenge here and we are working closely with networks such as UK 100 in order to make the case for more powers for local authorities to tackle these issues.

Current legislation relates to the burning of authorised fuels and exempt appliances. As this occurs within the privacy of resident’s home, and BCC has no right of entry to inspect, enforcement opportunities are significantly limited as the offence must be witnessed

**Q2**

The Slow the Smoke project aims to tackle particulate matter (PM) emissions from domestic solid fuel burning. It is primarily a research project, although we hope this will lead to some improvement in air quality in the study area as the findings become known.

We have equipped 10 citizen scientists with widely used low-cost air monitors. These went live in November 2021. Further information for the public can be found at <https://www.cleanairforbristol.org/>





## **QUESTION PQ20 & PQ21**

**Subject: SW Transport**

**Question submitted by: David Redgwell, South West Transport Network and Railfuture Severaside**

### Question 1

What progress is the leader of the council mayor Marvin Rees taking with Councillor Kevin Guy, leader of Banes Council, Toby Savage, leader of South Gloucestershire county council, and Dan Davis, Leader of North Somerset Council to rearrange the meeting of the west of England combined authority joint committee.

With Metro Mayor Dan Norris to allow progress on very important on Regional public transport schemes like the metro west railway services between Bristol Temple meads station, keynsham, oldfield park, Bath spa, Freshford, Avoncliffe, Bradford, Trowbridge and Westbury. Bristol Temple meads to Gloucester central line with station at Lawrence hill, Stapleton road, Ashley Down, Filton Abbey wood, Bristol parkway, yate, Charfield cam and Dursey, stonehouse Bristol road and Gloucester central and the parkway station on the Bristol Temple meads station to Avonmouth and Severn beach line. And progress of the Bristol Temple meads to portishead line.

Great Britain railway and the setting up of Railway Executive.

Progressing public consultation on the Bristol Bath city region bus network and partnership with North Somerset council

On the new supported bus network.

To allow work under bus back better the National bus strategy bus service improvements plan.

To set up a bus advisor Board and passengers forum.

### Question 2

What progress is being made on a governance review of the west of England mayoral combined authority and North Somerset council to allow North Somerset council to join the Authority?

To set up an intergrated transport authority and transfer the rest of the public Transport staff to the West of England mayoral combined authority. To progress on the city regional authority that the Department for transport and the secretary of state for transport Grant shapps will support along with Michael Gove the secretary of state for housing and local government to allow progress on Region planning and housing.

And to progress a devolution deal for the west of England mayoral combined authority and North Somerset council.

### **Reply:**

#### **Q1:**

There are issues with the way that the Joint Committee works, and the unitary authorities are looking at a revised constitution to ensure it continues to operate successfully.

The WECA meeting was postponed due to the problems with the Joint Committee. This was rescheduled to November 5th, but the WECA Mayor is not available until December 3rd when the WECA meeting will go ahead as usual. You've identified a number of transport challenges



and initiatives here – we appreciate your attention to these issues. Thank you.

**Q2:**

We are working with the other unitary authorities and the WECA Mayor to agree a full governance review of the combined authority. We have exchanged correspondence with the Secretary of State for Levelling Up, Housing and Communities about the investment we need for the success of Bristol and the Western Gateway.



## **QUESTION PQ22 & PQ23**

**Subject: Citizens' Assembly recommendations and One City Transport Board**

**Question submitted by: Rob Bryher**

These are specifically about transport matters, but I'm happy for either Cllr Alexander or Marvin Rees to answer them.

Explanatory text for Question 1:

At the Cabinet meeting of 22nd June 2021, I asked when the Citizens' Assembly tracker of recommendations and proposed actions would be made available to the public and the best route for the public to take if it turns out the recommendations haven't been acted upon.

The response was that "the tracker is a live working document and to ensure full visibility of progress it will be appended to six-monthly progress updates that will be available on the Bristol Citizens' Assembly webpages" and that "the first of these updates is scheduled for September 2021."

It is now November 2021, I have checked the Citizens' Assembly webpage here (<https://bristol.citizenspace.com/bristol-citizens-assembly/>) and there has been no update and no tracker for these actions has been included on the webpage.

Question 1:

**Please could you state when and whether we will be updated about the progress of the Citizen's Assembly recommendations and which are/are not being taken forward and acted upon?**

Explanatory text for Question 2:

I also asked about in June 2021 about the recommendation to "appoint a champion to work with the chair of the One City Transport Board to have responsibility for these recommendations, with a focus on accessibility in local communities." I was told that, like the other recommendations, this has not yet been acted upon and to wait for the update.

I was later told in an email from Cllr Don Alexander on 6th September 2021 that: "We will discuss with the One City Transport Board and council colleagues how best to approach the recommendation for a "champion" to monitor progress towards these goals. We will share information about any appointment process that may be agreed in due course."

I was also told in subsequent emails that there was no process in place for me to join the One City Transport Board to contribute to this work and "we're reviewing the One City Transport Board and the way it works". When I asked, no completion date for this review was given and a subsequent email asking for a contact person for the One City Transport Board was not given by Cllr Alexander.

Question 2:

**How does someone actively working in transport in Bristol apply to be on the One City Transport Board and when will the One City Transport Board and council colleagues make a decision about whether to appoint a champion to monitor progress towards the Citizens' Assembly's (transport) recommendations?**

I intend to attend the Full Council meeting but I would also like a written response to these questions.



**Reply:**

**Q1:**

The recommendations of the Citizens' Assembly have been carefully considered as part of the evidence base for our updated Corporate Strategy, the draft of which was approved by Cabinet on 2nd November. It will now proceed to Full Council in December with a recommendation for approval.

Further action planning continues as part of the Council's annual service and business planning process, looking ahead to 2022/23 actions.

Because of the timescales of these pieces of work we have postponed a formal update report on the Citizens' Assembly actions so that we could present greater clarity about how and where recommendations were, or were not, being addressed. Given our current work on future planning and dealing with our budget challenges, the teams who work on these updates are exceptionally busy. I have asked that they bring an update in the New Year so that we do not lose sight of progress on these actions and are transparent about what is being done.

**Q2:**

We invite people to be on the Transport Board. Invitees come from across the transport spectrum, and we focus on people who work collaboratively to find joint solutions. We note your interest.



**QUESTION PQ 24****Subject: Reducing Emissions****Question submitted by: Dr Claire Gronow**

In response to my question at the September meeting (progress in reducing emissions to meet the net zero by 2030 commitment) I was told that, except for direct emissions from Council activities (which I am pleased to see will be zero by 2025) responsibility for reducing emissions “lies with businesses and organisations as well as individuals themselves.” I was also told that measured data on the city’s emissions from energy and transport within the boundary of the city, would be provided when available, but I have not been able to find any more recent data than 2019 (ie 2 years ago).

Given all of this, how confident is the Mayor that his commitment on behalf Bristol City Council and all Bristolians of a carbon neutral city by 2030 can be achieved? What evidence is available to indicate that Bristol is on track to meet this commitment?

**Reply:**

Reaching net zero by 2030 is a massive challenge, we knew that we when set that goal. We also set out the things that we needed to enable cities like Bristol to achieve net zero. We have calculated it will require £9bn investment in Bristol alone and we have been working with cities across the UK to calculate the hundreds of billions needed for the Core Cities and London.

I presented this at the heart of COP26, making the case for investment that will not only cut carbon but improve lives and create jobs in Bristol (you can read about my reflections on COP [here](#)). However we are not relying on others and through the City Leap Energy Partnership we plan to secure investment of £1bn in Bristol’s energy efficiency and renewables.

The latest year of emission data published by government is 2019. This showed that as a city we had reduced emissions by 42% since 2005- achieving the target set back then for 2020.

It is also likely that data for 2020 will be untypical because of the pandemic.

But as you say it’s not all about the council and there are so many examples of people, communities and businesses taking action. Just three examples:

- Last week we held an event with Business West which showcased what business – from coffee roasters to high tech businesses - are doing and will do to cut their emissions and create the low carbon services we need.
- We have signed a lease with Ambition Lawrence Weston for England’s largest on-shore wind turbine, which will be community owned and deliver clean energy and financial benefits for local people
- And we have launched a series of videos celebrating the local climate heroes who are #BristolClimateAction – for example Martin who’s cycling to work and feeling healthier and happier. Or Roy who’s installed a heat pump in his home
- And Roy is one of Bristol’s Black and Green Ambassadors who was in COP along with Olivia representing Bristol and ensuring that all voices, from all communities are heard. <https://twitter.com/ujimaBlackGreen>



**QUESTION PQ 25**

**Subject: City Leap**

**Question submitted by: Alison Allan**

Can you update me on City Leap?

Who is the preferred tenderer and when can we expect to see some of the projects initiated?

**Reply:**

I cannot stress enough how complex a procurement process this is for the Council – City Leap is an unprecedented investment in the decarbonisation of our city systems and we are leading the way in delivering activity towards our 2030 vision of a carbon neutral and climate resilient Bristol.

City Leap seeks to build upon the council's Energy Service's multi million-pound programme of zero and low carbon projects, including the expansion of city's heat networks, the delivery of the country's largest Water-Source Heat Pump, Commercial and domestic retrofit, EV charging infrastructure and renewable energy projects. City Leap will bring additional capacity and expertise to significantly expand on these following the appointment of the chosen partner.

Since September 2020, we've been undertaking a procurement exercise to identify our future partner - the organisation or consortium that will work with the council to deliver in the region of £1 billion of investment towards Bristol becoming a zero-carbon, smart energy city by 2030.

The two potential strategic partners that the council will take through to the final stages of procurement are: **Ameresco Limited, with Vattenfall Heat UK Limited as an Essential Sub-Contractor** and **E.ON UK PLC and Marubeni Corporation (acting as a consortium)**.

The council's search for a partner is likely to conclude in Spring 2022 when we announce our chosen partner.



## QUESTION PQ26

**Subject: Jacqueline Walkden**

**Question submitted by: Insulated domestic homes in Bristol**

The one City Climate Plan has a target of 35% of domestic homes in Bristol insulated to a high standard (C+) by 2023. What percentage of domestic homes in Bristol have been insulated to C+ to date and what are the way stages to achieving 100%?

### Reply:

Modelling data from the Energy Saving Trust suggests that 36% of homes in Bristol are EPC C+ (accessed in May 2021).

I am pleased to say that this means that we have already hit our One City Plan target. I am proud of the contribution which Bristol City Council has made to this goal

Twice as many Bristol City Council homes, some 70%, are EPC C+. This means that council tenants are twice as likely to live in a more energy efficient home than those in the private sector. This partly due to the £42m we have invested since 2016.

Achieving the target of 100%, however, is a huge challenge which we estimate will require nearly two billion pounds of investment from households and national government. I have made the case for investment at COP26, working with the leaders of our major cities.

As a council we are:

- developing our plans towards delivering the Citizens Assembly's recommendations on energy efficiency.
- supporting low-income private households with the installation of energy saving measures in our Bright Green Homes project.
- consulting on our approach to energy efficiency works in Council homes which will inform our budget setting - [the Big Housing Conversation](#).
- developing the City Leap Energy Partnership to bring additional private sector investment into the city.

I would encourage every home-owner in the city to improve the energy efficiency of their home and in particular those with higher incomes or savings to invest. The Government has recently published the Heat and Buildings Strategy and we are studying how these proposals will help improve the energy ratings of homes in Bristol.



**QUESTION PQ27 & PQ28**

**Subject: A safe play park setting for Adults with Disabilities and their carer's**

**Question submitted by: Michele Morrice**

A safe play park setting for Adults with Disabilities and their carer's would enhance their mental health and would help enormously with exercise improving Health issues, and the challenges they face with Loneliness.

1. Is this something you could help with?
2. If you think you could achieve this, what would be the time limit?

**Reply:**

We are committed that all public spaces, amenities and activities in Bristol should be accessible and welcoming to people with disabilities. This may necessitate specific equipment that some people might need, or offering specific sessions (which make available equipment and support to accommodate different people's needs) at parks facilities. This may offer a more inclusive approach over and above any specific facilities for disabled adults which the council could explore.





**QUESTION PQ29 & PQ30**

**Subject: Reduction in plastic waste**

**Question submitted by: Andrea Mackay**

Dear Ms Beech,

In response to the Your City Our Future survey, almost 90% of respondents saw less plastic packaging as a number one priority. Recent reports show how much British plastic intended for recycling has been shipped abroad, creating environmental disasters in other less well-off countries, and even Boris Johnson has said that plastics recycling doesn't work. This reminds us that the goal of true sustainability is to reduce and reuse rather than just rely on recycling.

My two questions are:

1. With this in mind, what steps are the council taking to reduce the amount of plastic waste created through packaging and single use items, and thus reducing the amount of plastic needed to be recycled?

2. What percentage of Bristol's plastic waste is sent abroad and what percentage is incinerated?

**Reply:**

**Q1:**

The council has made a commitment to reduce single-use plastics from our own services.

There are significant national policy changes due to come into force which will further help us reduce plastic waste in Bristol. The forthcoming [Plastic Packaging Tax](#) in 2022 will require plastic manufacturers to incorporate 30% recycled packaging into their products. The Environment Act contains [Extended Producer Responsibility](#) requiring manufacturers and producers of plastic packaging to fund the recycling of plastic packaging waste from households and businesses. These policy changes should result in manufacturers of plastic packaging to reduce its use and increase recycled content and UK recycling market.

**Q2:**

Bristol City Council through its contractor Bristol Waste Company sent 5,500 tonnes of plastics in 2020/21 to plastic reprocessors in the UK where the plastic is sorted in different polymer types are sold or used directly for manufacturing. Plastic packaging from Bristol Waste is not exported abroad.

The percentage of plastic put in the average black bag of rubbish is around 12%. The black bag waste is sent to two local energy recovery centres in Avonmouth and combined they generate enough electricity to power 70,000- 80,000 households. We are always looking for new and effective ways to encourage greater recycling of plastic waste, as it is a key way for us reduce the carbon impact of residual waste treatment.



**QUESTION PQ31 & PQ32**

**Subject: Colston Statue**

**Question submitted by: Robert Browne**

1) In answer to a submitted member question on Sept 7th asking who were the trustees for the Colston statue the reply stated that 'Bristol city council is the trustee'

Given that Bristol city council is 71 people, who were the decision makers in relation to the statue?

2) A statement of fact was submitted to the police following the felling of the statue, which according to your own member question answer did not follow a consultation, who made the decisions regarding content and to issue this statement?

**Reply:**

**Q1:**

The administration are the decision makers.

**Q2:**

The administration, in consultation with the council's senior leadership team and Monitoring Office, provided a factual statement.



**QUESTION PQ33**

**Subject: Crossing on St Lukes Road, Totterdown**

**Question submitted by: Tom Bosanquet**

We are the children of Lower Totterdown and we really love where we live, but every day we feel scared because we can't safely walk to the park, school and nursery. The park is so close to us, but St.Luke's Road is really busy with cars that drive really fast. Cars driving through the railway tunnel can't see us trying to cross. We often have to wait a really long time to cross the road and then we have to run across really fast in case a speeding car suddenly appears. It is horrible and frightening, and our mums and dads are terrified we will get hit by a car.

We talk to the policeman who comes to the road on his motorbike and records speeding – the cars really slow down when he visits, but they go back to normal as soon as he leaves. The cars also make a lot of noise and stinky fumes which is bad for the environment.

Over 2 years ago we were promised a crossing – we were so excited that our parents would allow us to walk to school with our friends or go to play in the park. It feels really unfair that we still can't.

We've been waiting so long that we feel like you don't care about our safety. We really want you to listen to us and our mums and dads. Will it take one of us getting hit for you to help us?

Please can you tell us how will you stop cars from speeding here and when will we get our safe crossing?

Poppy (3), Isla (3), Luc (8), Juliette (5), Frank (9), Wilf (13), Arvo (8), Jaxon (6), Jasmine (13), Amelia (15), Belle (3), Elliot (3), Sam (0.5), Nico (8), Luka (12), Toby (3), Hamish (1), Aria (7), Rubin (7), Grace (9), Benjy (5), Gus (8), Harry (4), Alex (1), Buster (14), Sasha (12), Emilia (7), Ophelia (2), Ewan (11), Audrey (10), Fraser (5), Willow (12), Laya (9), Ella (5).

**Reply:**

I appreciate residents' frustrations at the length of time it is taking to deliver this project.

It is our intention to make sure any transport interventions are delivered with the broader context of the transport network in mind, and as such, transport officers have had to coordinate plans with other developments and potential highways schemes in the area that could have affected the viability of the scheme.

I note, however, that officers have resolved these issues, and are now actively working on the project and reviewing designs so that a safe crossing can be provided. Once assessments and design work have been completed, officers will work with local councillors to gain feedback from members of the local community.



**QUESTION PQ34 & PQ35**

**Subject: residential parking restrictions at Little Hayes**

**Question submitted by: Andrew Simpson and Hayley Warren**

Good evening Mr Mayor

We wish to raise to the Council a question regarding the residential parking restrictions implemented due to the impending parking charges at Oldbury Court Park.

We wish to query the justification of double yellow lines around Little Hayes, specifically in the T-Junction at the end of the cul-de-sac, parallel to the park. We have received a response from Highways & Traffic stating that the reason for the double yellow restrictions here is access for buses, push chairs and wheelchairs. However, the T-Junction at the end of the cul-de-sac has no through access to the park, no pavements and is not a bus route. Do you therefore agree that restrictions here are unnecessary? And is there anything that can be done to rectify this?

We are not objecting to the restrictions in their entirety, but in their application in this part of the cul-de-sac. We have explored surrounding roads that have also had restrictions implemented and they are nowhere near as badly affected as Little Hayes, despite worse accessibility. Little Hayes is a very wide, quiet cul-de-sac, we have never experienced issues with delivery vehicles or emergency service access.

These restrictions only serve to hinder the residents at this end of the estate who rely on this strip of road to park vehicles. Residents are now left with no choice but to dig up green spaces and trees and replace them with parking spots. If the restrictions cannot be removed, then we propose that parking permits be issued to the residents of this part of the estate. We have been left far worse off than the residents of the busiest roads that the parking charges are likely to affect.

**Reply:**

The parking restrictions in the rounds close to Oldbury Court were introduced in order to pre-empt the level of people choosing to park in the surrounding streets rather than pay to park in the car park. We have tried to anticipate where this parking may cause problems for local residents, and the scheme was designed to protect them from this as much as possible.

Parking charges have not yet come into effect at Oldbury Court, and as such I would recommend waiting to see how much on-street parking does take place before we consider removing any restrictions that have been installed. If it transpires that the impact of parking on local residents is less than anticipated, officers will look to adjust any restrictions that prove unnecessary.

