

**Question: CQ09.01**

**Cabinet – 14 December 2021**

**Re: Agenda item 9 – Clean Air Zone Update**

**Question submitted by: Sara Tullberg**

“Bishopston and St Andrew’s are wedged between three RPZs and adjacent to the pending CAZ, creating high demand for free, on-street parking in the neighbourhood and ubiquitous obstruction of pavements, drop kerbs and street corners. Given the popularity of additional traffic and parking management measures recorded in the council’s own survey in the area in 2019/20, what intervention is the mayor and the cabinet member for transport requesting officers to prepare in order to return our local pavements to pedestrians and ensure equality of access and mobility to the area’s many vulnerable road users?”

**Answer**

**The area is not adjacent to the CAZ, but our modelling shows that the clean air zone will not create significant traffic diversions in areas which are. Traffic patterns will even out as people become used to the zone – indeed evidence from other cities suggests Clean Air Zones have seen an overall reduction in traffic levels. Income from the CAZ may be available for mitigating any impacts of the zone.**

**If the challenge is clear pavements for vulnerable road users, the answer is to restrict parking through double yellow lines.**

**The Council can only take enforcement action against vehicles parked on a pavement that are parked in contravention of a specific parking restriction that is on land classified as adopted highway and is covered by a Traffic Regulation Order.**

**These are usually where you will see clear signs indicating parking restrictions, double yellow lines, residents parking bays, bus stops and pavement/footways with appropriate signs.**

**Where there are no restrictions present, only the Police can take action and issue a Fixed Penalty Notice for “Obstruction”. As a local authority we have no powers of enforcement**

**Question: CQ09.02&03**

**Cabinet – 14 December 2021**

**Re: Agenda item 9 – Clean Air Zone Update**

**Question submitted by: Caroline Grazebrook**

Matter relating to Granby Hill BS8.

We have an ongoing problem with large HGV's ignoring the 5 Ton weight restrictions at the top of the hill and coming down Granby Hill causing damage to vehicles, buildings and generally blocking the road causing traffic jams.

Question 1

The CAZ proposals show the restriction starting halfway up Granby Hill.

Can the CAZ boundary starts at the top of Granby hill to discourage lorries coming down in the first place. Here the road is wide enough for a lorry to tun around at end of York Gardens?

Question 2

[This is only relevant if the CAZ boundary remains halfway up Granby hill].

The CAZ proposal is to remove the 5 ton sign at the junction of Victoria Terrace with Granby Hill which suggests that lorries might be encouraged to avoid entering the CAZ by turning left up Victoria Terrace which itself is narrow and then navigating a hair pin bend around Windsor Terrace to Windsor Place. This appears to be impossible, and lorries will just get stuck!

Can the 5-ton weight sign be retained at the bottom of Victoria Terrace?

**Answers:**

- 1. The CAZ will only affect non-compliant vehicles, so will not be a long-term solution to reduce HGV traffic in this specific area.**

**An advance warning sign of the weight limit exists at the Windsor Place/Granby Hill junction. A similar sign will be added here to also give advance warning of the CAZ ahead.**

**Introducing a restriction at the top of Granby Hill will affect anybody driving to or from Cornwallis Crescent, and would effectively be an expansion of the CAZ boundary, which has already been approved by government through the Full Business Case.**

- 2. The CAZ does not propose to remove the 5T weight limit, but the signs will need to be re-arranged here to accommodate the new CAZ boundary**

**signs. The CAZ boundary and the existing 5T weight limit occur at the same point.**

**Question: PQ09.04**

**Cabinet – 14 December 2021**

**Re: Agenda item 9 – Clean Air Zone Update**

**Question submitted by: David Redgewell**

We welcome the urgency to progress the clean air zone to save lives from poor air quality in the city centre and around the city region hospitals complex around the Universities Hospitals Bristol and Weston super Mare. I hope there is money for Euro 6 Engine upgrade or for new vehicles to one of Greater Bristol main bus operators stagecoach west which is looking to merge with National Express coach ltd and with first group plc and hct provide the city region bus Network.

There should be discussions with Megabus coaches and Falcon coaches Stagecoach group tourist coaches about the clean air zone as tourism is worth 4. 8 Billion pounds a year to Bristol economy.

We have fleet of coaches at present park up for the Christmas market which is one of the biggest in South west England as Bath has been cancelled.

Felix bus of Europe appears to set up a region coach hub in Bond street outside the Hampton at Hilton hotel with a west of England mayoral combined Authority bus stop and no passengers waiting facilities but blocks access to the hotel for guests.

Access to the zone without changing for Network rail western route and first group and cross country trains German state railway.

All of which are funded by the Department for transport.

We welcome progress on the next showcase bus route across the city from Whitchurch, Hengrove, Knowle, Bristol Temple Meads station, Cabot Circus city centre, Park Street, Clifton Down station, Westbury, Henbury, Cribbs Causeway. We need to progress this bus route upgrading with mayor Dan Norris so we have alternatives to driving in the city centre such as opening Bristol Portway parkway station on the Seven Beach to Bristol Temple meads line with Network rail western route First group and mayor Dan Norris.

We welcome bus tickets for people who do not use their cars we should have local railway tickets as well through the freedom pass.

We must reduce the private car and lorries in Bristol city centre and clean up the Air and save lives.

**Does the Mayor think that enough alternatives to the private car in Bristol city centre are being funded by the Department for transport for public transport walking and cycling facilities?**

**Answer**

**The DfT has awarded the region £540m of funding over the next five years for sustainable transport improvements. This is in addition to funding available through the infrastructure fund and other funding pots such as the bus service improvement plan and the Active Travel Fund.**

**We will always seek more funding as the long-term underinvestment in traffic across the region needs to be remedied with consistent high levels of funding.**

**We continue to press forward with our plans for mass transit in the region and will seek further funding from the DfT for our ambitious plans.**

**There is a fund of £2m for bus and coach engine retrofit, and we are currently working with operators that responded to an earlier expression of interest**

**There is additional funding in the CAZ project for bus and coach vehicle replacement, which could rise to £1.3m. This will be available to all operators that operate within the zone and meet our criteria.**

**Question: CQ09.01&02**

**Cabinet – 14 December 2021**

**Re: Agenda item 9 – Clean Air Zone Update**

**Questions submitted by: Councillor David Wilcox**

1. In appendix A of the Clean Air Fund Report page 161 to 169 - only options to upgrade to slightly less polluting ICE vehicles are discussed; where is the rationale for not allowing upgrades to zero-emission vehicles?
2. Please give examples of what the £17.5m of stretch funding will be used for?

**Answer**

1. **The funding does allow for replacements to zero-emissions vehicles.**
2. **The stretch funding will be used for the same Clean Air Funding purposes as the initial allocation of funds.**

**The initial allocation of funds represents a medium uptake in financial assistance; the stretch funding allows for the higher uptake provisions within the FBC.**

**Question: CQ10.01&02**

**Cabinet – 14 December 2021**

**Re: Agenda item 10 – Underfall Yard Sluices**

**Question submitted by: Councillor Tom Hathway**

1. How long will the works on the sluices take to complete?

**Answer**

**At this current time, it is not possible to provide a precise forecast because we are awaiting the outcome of surveys and finalising the exact works which will be conducted on the sluices.**

**The finalised works will need to consider the historic fabric of the sluices and thus we are working with a specialist contractor and Historic England to ensure we have Scheduled Ancient Monument consent.**

**We will also have to consider the impact of the procurement timescale on the works being agreed.**

2. At any point will the level of the floating harbour not be maintained?

**Answer**

**No, the level will always be maintained. The works will look to add more safeguards to the system which includes making No.4 sluice operational.**

**This will allow us to make No.4 sluice operational and used for maintaining the level, before commencing work on No.1 or 2 sluices.**

**Question: PQ11.01**

**Cabinet – 14 December 2021**

**Re: Agenda item 11 – Temple Island Update**

**Question submitted by: David Redgewell, Railfuture Severnside**

Whist welcoming the west of mayoral combined Authority mayor Dan Norris and the west of England mayoral combined Authority Board money for investment in the Eastern Entrance of Bristol Temple meads station, **what progress are we making on other improvements to the station? especially:**

- bus coach rail interchanges on the Friary and Bath Road and Temple gate and assurance that the public transport interchanges will be more than a bus stop with a shelter and realtime information, proper coach terminal facilities for the falcon and railway replacement buses and coaches and ferry services terminal with full disabled access and a light rail station for South Bristol Airport and Bath spa. We need a Transport for London design guide on interchanges (a point raised by James Freeman former Managing Director of first group buses in the west of England and now chair of bus rapid transit uk).
- important improvements to Disabled changes places toilets at Bristol Temple meads waiting rooms, restaurants and Buffets, shops such as Sainsbury's and Boots the chemist and other shops a station hotel like Intercity stations in Europe and the UK as a Transport hub for South west England

We welcome the conference centre and university campus and students flats and houses but we need buses to operate under Feeder Road railway bridge to the Eastern entrance. Bristol Temple meads station is a top priority for the Bristol mayoral one city Transport Board.

**Answer**

**Although this report doesn't cover the station improvements itself, this is a key piece of work and I can provide an update:**

- 1. Temple Quarter Strategic board met two weeks ago, and work on the eastern entrance will start in the summer next year. We'll be working with partners on improvements to the Northern Entrance with new concourse, ticket hall and retail, as well planning a Southern gateway to the station with a Transport hub including cycle parking, taxi drop off and car park.**
- 2. The £24m roof refurbishment work is already under way.**
- 3. We intend for Temple Meads to be a world class public transport hub including an upgraded Train Station and Transport Interchange, which is better integrated into the city, putting sustainable travel at the heart of the Temple Quarter community.**



**Question: CQ11.01&02**

**Cabinet – 14 December 2021**

**Re: Agenda item 11 – Temple Island Update**

**Question submitted by: Councillor Martin Fodor**

1. Section 2.1 lists £11.5 million as risk and contingency approximately one third of the project costs of £32m. This allows a lot of risk when the industry standard is more at the 10% level? Please expand on why so much money is being allocated.

**Answer:**

**This is considered by the professional team to be appropriate in light of considerable volatility and hyperinflation seen in the construction market over the previous 6 months.**

**The project team are currently carrying out a fully costed risk assessment for the project. Throughout the project lifecycle this risk assessment will be reviewed at regular intervals to ensure its accuracy as risks are identified and mitigated.**

**For future cost reporting this figure will be split between two separate line items – one for risk and one for contingency.**

2. I would expect new revenue estimates to have been carried out in the light of lower office occupancy levels and new ways of working from the pandemic, as exemplified by the Council's approach to its own office spaces. How has the 40 year tenancy plan been revised or re-evaluated to take this into account?

**Answer:**

**We have retained CBRE to advise on the design, costs, market values, rents and sustainability of office space at Temple Island.**

**The mechanism for triggering the settlement of final lease terms is only brought in once Planning Permission is obtained and other pre-conditions are satisfied in approximately 18 months' time.**

**This, together with other measures in the legal structure gives us ample time to reflect the status of Bristol's office market, thereby ensuring the Council's position is properly protected.**

**Question: CQ12.01**

**Cabinet – 14 December 2021**

**Re: Agenda item 12 – Disposal of Land (We Can Make)**

**Question submitted by: Councillor Chris Jackson**

Can the Mayor or Cabinet Member for Housing give me an estimate of how many jobs in Knowle West these new homes will support?

**Answer:**

**On the first 2 homes that are currently in development:**

- **Employment: 25 local trades (all South Bristol), including groundspeople, plumbers, electricians, joiners etc.**
- **Training: 8 local people trained in Modern Methods of Construction (MMC)**
- **2 local people trained in self-finish**

**As the production scales to 10 homes per year, anticipated employment figures:**

- **25 local trades on site (all South Bristol), including groundspeople, plumbers, electricians, joiners etc.**
- **6 people employed in the We Can Make Factory**
- **20 people per year trained in MMC and self-finish**

**Question: CQ13.01&02**

**Cabinet – 14 December 2021**

**Re: Agenda item 13 - New private rented property licensing scheme**

**Questions submitted by: Councillor Philippa Hulme**

1. Please could the Mayor or appropriate Cabinet member inform me of the timetable for introducing the additional landlord licensing schemes?

**Answer**

**Once approved by Cabinet, the additional and selective licensing schemes will come into force three months after the designation and last for a period of five years. The proposed start date will be the 6th April 2022.**

2. The key benefit of a landlord licensing scheme is driving up standards for the private rented sectors – could the Mayor or Cabinet elaborate on other benefits of the scheme?

**Answer**

**The key benefits of property licensing are that it provides significant support and reassurance for private tenants, but it also provides benefits for the City Council.**

**For Private Tenants we will have the resources to respond to concerns raised about the quality of their accommodation to ensure they meet our licensing condition standards.**

**Inspections can be undertaken proactively rather than only having the resources to respond following a complaint. This provides a level of reassurance to tenants and reduces the potential for retaliatory evictions.**

**Landlords who fail to license their properties are unable to use the discretionary powers under section 21 of the Housing Act 1988 to end an assured shorthold tenancy. In addition, tenants can apply for a rent repayment order for the period that the property was unlicensed (up to 12 months' rent can be claimed)**

**Overall, private renters will see improvements to property conditions and confidence that the property they live in, meets certain legal standards.**

**For us, it provides information on the location of rented properties in the licensing area and enables us to inspect licensable properties and enforce licensing standards.**

**Licensing also provides the opportunity to engage with private landlords operating in the area to assist them in ensuring their properties meet minimum standards.**

**Landlords will have the opportunity to join an approved organisation that is signed up to the West of England Rental Standard and have confidence that legal standards are being met and properties are safe for tenants and also the application of anti-social behaviour clause.**

**And it creates a level playing field for landlords, as poorly managed properties, or those in poor condition, are brought up to the same standard.**

**Question: CQ14.01**

**Cabinet – 14 December 2021**

**Re: Agenda item 14 - Block contracts for Temporary Accommodation**

**Question submitted by: Councillor Steve Pearce**

Please could the Cabinet member for Housing inform us of how much money this policy would save the council?

**Answer:**

**The maximum saving that the Block contracts procurement will achieve is £1m per year.**

**The procurement exercise is ongoing. We are currently evaluating submissions and are not able to share any further details at this stage. However, we expect contracts to be awarded in the coming weeks.**

**Question: CQ17.01&02**

**Cabinet – 14 December 2021**

**Re: Agenda item 17 - Intensive Positive Behaviour Support Project**

**Question submitted by: Councillor Tim Wye**

I welcome the establishment of this important pilot. I would make one comment and ask two questions.

The comment is that this initiative underlines the importance of keeping some investment in preventative and 'invest to save' initiatives. I note the financial pressures on the council, especially adult social care, and whilst I understand this is additional funds from the CCG, it's great to see this investment amidst understandable pressure to cut services down to the strictly statutory spend.

My clarification questions are:

1. This is a pilot, can you outline a little more as to the success criteria and the weight of evidence you will need for the pilot to continue?

**Answer:**

**This is a BNSSG wide pilot of which Bristol are a part and it is an example of wider partnership working and building an economy of provision across a wider area. Through the pilot, we will monitor the following outcomes:**

- **Improvement of quality of life for citizens and their carers**
- **Reduction in challenging behaviour**
- **Reducing outdated restrictive practices in Bristol**
- **Upskilling and developing the local market**
- **Improvement in reduction of medication ('Stopping over medication of People with LD, Autism or both' - STOMP)**
- **Improved Health Outcomes – evidenced through Annual Health Check**
- **Learning Disabilities Mortality Review – (LEDER)**

**The weight of evidence will be the achievement of the above criteria, as well as including system wide outcomes and whether the potential savings of £710,000 for Bristol are achieved.**

2. I note that the savings benefits accrue to both the council and the NHS. Will any ongoing spend be proportionate to those savings?

**Answer:**

**Yes, 10% of the citizens invited to take part in the pilot will be either purely or partly health funded, so as to achieve a return on investment for the NHS/CCG.**

**Question: CQ18.01&02**

**Cabinet – 14 December 2021**

**Re: Agenda item 18 - Parking Permit and Tariff Review Oct 21 – Residents' Parking Schemes (RPS) and Permit Parking Areas (PPA)**

**Questions submitted by: Councillor Christine Townsend**

1. Will the increase in tariffs now make the New RPS like Cheswick Village be viable for enforcement visits now? I note it is not listed in the list of RPS's.

**Answer**

**Cheswick Village doesn't have a resident's parking scheme, it is a Permitted Parking Area which is not included in costing table as we don't yet have a full year of data.**

**The new PPAs already receive enforcement visits. Cheswick Village, for example, went live on 1<sup>st</sup> February 2021 and we undertook a period of soft enforcement (issuing information leaflets not penalty charge notices) for a month. Since then, officers have visited approximately twice a week on average and have completed 177 street visits and have issued 93 penalty charge notices.**

**Parking Services has received no complaints about lack of enforcement or any reports from residents about cars parking without permits.**

2. Please confirm price of 3rd vehicle permit. On page 424 it's listed as increasing to £224, on page 428 it's listed as decreasing to £192.

**Answer**

**Due to the stepped change, the price of a third residential permit in ES RPS will be £220 and the cost of a third residential permit in all other RPS & PPAs will be £224.**

**Page 428 of the report is part of the Equalities Impact Assessment for the RPS proposal. The EQIA is highlighting the comparative differences between Easton & St Philips and the rest of the RPS & PPAs.**

**As noted in the EQIA the prices quoted are the current prices before any inflationary uplift is applied. On that basis the cost of a 3<sup>rd</sup> permit would decrease for residents in ES RPS if their scheme were to be brought in line with the others.**

**With the addition of inflation, the permit prices in all areas will increase, although the increases in ES RPS are proposed to be implemented over two inflationary cycles to minimise the overall impact to residents and businesses. The prices for ES RPS have been set at a level which is estimated to be**

**halfway between the current prices and the prices that are anticipated following the next inflationary review (assuming a similar level of inflation).**

**We will be carrying out a review in 2022 of the operating rules and costs of all RPZ's to adapt to the introduction of low or zero vehicle developments and future proof the RPZ schemes against changing travel behaviours and expectations.**



**Question: CQ21.01**

**Cabinet – 14 December 2021**

**Re: Agenda item 21 - Cultural Investment Programme 2023-2027**

**Question submitted by: Councillor Tessa Fitzjohn**

I refer to the Corporate Strategy theme 5 'Homes and Communities' Para 3 to quote: "Bristol's cultural and creative economy brings vibrancy and life into all communities across Bristol", to go on "COVID-19 has been devastating for the cultural and creative sectors, straining the creative economy".

The visual arts sector has been particularly hard hit by covid, as artists and associated arts workers such as technicians and producers are freelance and were unable to receive government covid support.

I am aware that BCC is intending to continue to fund up to £636,000 per year till 2027 and appreciate the reach of the funding criteria providing opportunities for a more diverse group of artists with focus on the DIY network for example.

I would like to ask that Council considers an approach that links development to the arts, by proposing that all planning applications require a public art plan for over 15 units. This is not a new requirement as it was common practice up to 2017, but has lapsed. I'm aware there are pockets of activity, but what I propose would extend benefits city wide.

There is considerable benefit to particularly the visual arts community, providing the City with original art works, opportunities to increase tourism and raise Bristol's profile as a city supporting original public art.

I ask the Cabinet to consider a proposal that every planning application over 15 units includes a public art plan.

Question:

The corporate strategy states that "The city is rebuilding its thriving cultural and creative sector, so everyone has an equal chance to participate, enjoy cultural assets, understand the history that has shaped Bristol" – please can you explain how the Cultural Investment Programme is doing that?

Answer:

**The Cultural Investment Programme (CIP) vision is 'to make arts and culture accessible for all' – in line with our corporate strategy in supporting organisations and activities offering equal chances to Bristol citizens to participate in culture and enjoy cultural assets.**

**CIP has a three-strand structure (1-year, 2-year and 4-year support) designed to be an accessible way into creative project funding for less experienced**

applicants, as well as providing unrestricted funding to Bristol's cultural sector organisations who meet the vision and aims of the programme.

As shown on the lists of current and previous grantees on the council's [arts and culture funding page](#), a wide and diverse range of cultural organisations and activities are funded through the programme.

CIP aims do not specifically relate to 'understanding the history that has shaped Bristol', but funded projects do explore and share local stories and histories for diverse communities. In the last Originators round this included Bristol's minority ethnic communities, deaf communities, young people, women, disabled artists and refugees.

As well as providing grants, CIP is built around regular council officer / grantee contact, not only to monitor delivery, but also to support and grow Bristol's cultural ecology alongside wider city priorities and agendas.

With reference to your request that Cabinet "*consider a proposal that every planning application over 15 units includes a public art plan*", this does not relate to the current cabinet proposal.

However, Bristol's public art approach, under policy BCS21 of the Local Plan, is that development is expected to enable the delivery of permanent and temporary public art. This is applied to major development schemes, meaning development of ten or more homes or 1,000m<sup>2</sup> of non-residential floorspace.

Public art in new development is secured through conditions attached to planning permissions, requiring it to be provided on-site.

Proposals to update the planning policy can be considered by the Local Plan Working Group as part of the Local Plan review process.

**Question: CQ26.01&02**

**Cabinet – 14 December 2021**

**Re: Agenda item 26 - End User Computer Devices**

**Question submitted by: Councillor Heather Mack**

1. As of 1st of December 2021, how many Windows 7 devices or Windows Server 2012 need replacing?

**Answer**

**There are currently 88 Windows 2012 Servers and 1,850 Windows 7 devices.**

2. When will Bristol City Council not be using any Windows 7 desktop or Windows 2012 server instances?

**Answer**

**IT Services do not currently have an active Project to migrate the 2012 servers, but discussions are due to commence. The Windows 7 desktops are gradually being removed as the Windows 10 device roll out continues. Once that is complete all Windows 7 devices will be removed.**