



**Growth and Regeneration Scrutiny Commission Action Tracker 2021/2022**

<b>Agenda Item</b>	<b>Title of Report/ Description</b>	<b>Action</b>	<b>Responsible Officer / Member</b>	<b>Action taken and date completed</b>
<b>16<sup>th</sup> November 2021</b>				
12	Liveable Neighbourhoods Strategy Update	Cllr Alexander to provide Commission Members with a written description regarding the proposed 'handbook' along with timescales for delivery and cost.	Councillor Alexander	Discussions are underway with Cllr Alexander to agree next steps on this piece of work and details will be provided as soon as possible.
<b>28<sup>th</sup> February 2022</b>				
7	Public Forum	Follow up response to be provided for Public Forum supplementary question around closure of Mina Road: <i>In the officer's response to question 1 it stated that closure of Mina Road, North of the roundabout was considered but strong local opposition to this proposal meant it was not taken forward. More information was requested as to what constitutes as strong opposition and what the opposition was on</i>	Director, Economy of Place	A closure of Mina Rd north of the mini roundabout was considered as part of the proposals for improving walking and cycling on Mina Rd in relation to the COVID pandemic response. Specifically this proposal sought to make negotiating the roundabout easier for pedestrians and cyclist by closing the northern arm to traffic which would have been diverted via Minto Rd and Ashley Parade. This was advertised as a proposal and there was strong local opposition due to the impact on people and houses on Minto Rd and the perceived dangers that such an approach might create at the roundabout itself for cyclists coming from the north and also the potential for conflict around the Minto Rd/Min Rd junction. The responses included a large number of responses to the information letter, setting up Facebook and Whatsapp groups and threatened legal review. As these proposals were temporary in nature and not worked up in any detail it was

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		<i>this occasion.</i>		difficult to assess whether the proposals would improve safety or not and there was limited time to carry out any detailed assessments. This issue along with local opposition was discussed with local councillors and the Cabinet Member for Transport. They agreed to not proceed with the proposed closure as part of the COVID response works. The cycle route was taken forward and implemented and will be remaining in place. Further engagement was carried out to inform future works in the area should funding be made available and the administration prioritise works in the area. A trial liveable neighbourhood is being implemented in St George, this will inform the development of a liveable neighbourhood strategy after which, where funding is available and work is prioritised, other areas may have liveable neighbourhoods developed. An ETRO is not appropriate in this area due to the knock on impacts on other streets in the area as explained in the scrutiny written response.
9	Quarter 2 & 3 Performance Reports	Strategic Intelligence & Performance Advisor to provide commission Members with 'how to read performance reports' guide when available.	Strategic Intelligence & Performance Advisor	Please see the 'Performance Reports – how to read and interpret them' document attached at the bottom of this table.  From Q4 onwards all Performance Reports will include a 'how to read and interpret them' in the appendices.
9	Quarter 2 & 3 Performance Reports	Officers to provide Members with information around indicator DGRC476 – 'Increase the number of people travelling actively to work by walking and cycling' and how it was related to the pedestrianisation of streets.	Director, Economy of Place	Officers provided the following update: DGRC476 is a measure intended to track the percentage of people regularly walking and cycling. This measure is currently under review to establish a more reliable baseline. While pedestrianising streets will potentially increase the number of people walking and cycling there is no direct link or target associated with pedestrianisation as part of this target, it is a city-wide measure of numbers walking and cycling at key cordon points.

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10	Quarter 2 Risk Report	<p>CRR37 – Homelessness</p> <ul style="list-style-type: none"> <li>Officers to provide further information on why the number of additional units of temporary accommodation had increased since the previous quarter from 930-960 units despite the risk rating remaining constant.</li> </ul> <p>CRR23 - Failure to deliver enough affordable homes to meet the City's needs</p> <ul style="list-style-type: none"> <li>Officers to provide further information on reasons for the change in tolerance risk rating from 12 to 15 in Quarter 2.</li> </ul>	Executive Director, Growth & Regeneration	<p>The risk is scored at 20 which is High. The impact is major – 5 and the likelihood is 4 – almost certain.</p> <p>Whilst the number of households in temporary accommodation increased from the previous quarter, this in itself does not affect the risk rating. The impact on communities and financial loss is accurately described as major. A major impact is the second highest impact score. The likelihood score of 4 is the highest likelihood score.</p> <p>The tolerance rating was increased in Quarter 2 to reflect the risk tolerance. Prior to that the system had not allowed the higher tolerance rating to be logged.</p>
11	Temple Quarter & St Phillips Marsh Engagement Programme	Officers to provide information on land ownership in the Temple Quarter & St Phillips Marsh area.	Head of Regeneration	Please see the land ownership information appended below.
12	Western Harbour	Officers to provide confirmation once the Western Harbour full engagement report is published on the Harbour Hopes website.	Head of Regeneration	We can confirm the consultation is now live. The draft Vision and Consultation Report have been published. We'd like to invite scrutiny members to comment on this draft vision - the consultation will be open until 22 April 2022.

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				You can access the draft vision, consultation report and survey on the <a href="#">Harbour Hopes website</a> .
14	Local Flood Risk Management Strategy	Flood Officers to deliver a Scrutiny Member briefing on the Local Flood Risk Management Strategy to potentially include (or separately) update on work around the Frome Catchment Innovation Project. Communities Scrutiny Members to be invited to attend discussions around the Frome Catchment Innovation project.	Scrutiny Advisor/Director, Economy of Place	A briefing for scrutiny Members has been arranged for <b>1pm, Monday 21st March</b> . This will include an update on the Frome Catchment Innovation programme and an invitation to follow up with further discussion will be provided at that session.
14	Local Flood Risk Management Strategy	Officers to provide information on plans for clearing blocked drains that were causing flooding in the city and the approach to underpasses going forwards.	Director, Economy of Place	<p>The authority deliver an inspection based regime for gully cleansing. This enables the authority to ensure it targets the gullies that need cleansing and not waste resources on cleansing gullies that do not need to be cleanse. It should be noted that all surface water drainage is designed to self-cleanse. The authority changed to this type of gully maintenance 5 years ago and whilst this has brought significant savings in the face of austerity cuts we are currently reviewing the process from the last 5 years. We are currently taking the following actions to improve the service.</p> <ul style="list-style-type: none"> <li>• We are increasing the amount of gullies cleansed cyclically without inspection to all gullies on the resilient network plus gullies on roads too dangerous to inspect. Previously only gullies on dangerous roads were cyclical.</li> </ul>

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				<ul style="list-style-type: none"> <li>• We are undertaking a management of change process to have a dedicated gully inspector in the highways inspection team instead of each inspector doing a day a week. This will increase inspection from 3 to 5 days a week</li> <li>• We are currently out to advert for a new drainage engineer and assistant engineer to deliver proposed new capital budget.</li> <li>• Proposed increase for 200k currently to 500k in 22/23 to £1m 2023 to 2027 in budget for replacement and drainage engineering works from CRSTS funding ( subject to recruitment being successful). The increase in funding is proposed to increase replacement of blocked gullies but also look for SUDs alternatives and investigate and map all gully connections and carrier drains digitally on the resilient network to ensure carrier drains are maintained.</li> </ul> <p>The above plan is already being progressed with the adverts for new staff and the larger cyclical cleanse to be programmed starting early in the new financial year. The Highways team are aware of the issues around subway flooding and the above proposals include the higher maintenance and funding of these systems. We are aware a number of the subway pipes across the city have experienced significant build-up of calcium within the carrier drains therefore reducing capacity. We are currently trialling with a new contractor a way to remove this from the carrier drains. This is programmed for this week (w/c 14th March) on Hartcliffe roundabout. We are also working with a pumping company to introduce real time messaging and telematics from the pumps in subways so we can be made aware issues in advance or be able to react to emerging issues before it becomes an issue and a complaint e.g. Pump electrics have tripped out so we can send an electrician before it rains and doesn't work and then we get complaints.</p>