

Question: CQ08.01

Cabinet - 5th APRIL 2022

Re: Agenda item 8 - Recommendations of the We Are Bristol History Commission

Question submitted by: Councillor Marley Bennett

The History Commission could have a wide scope and, whilst this report is understandably on the Colston statue and its future, will it be looking at ways to raise awareness and educate the public on Bristol's other historical political movements - Does it have a forward plan of events it will look at?

Reply

- It has always been the intention of the commission not to restrict its attention to the Colston statue. The removal of the statue was the departure point, not the destination.
- The Bridging Histories project run in partnership with the University of Bristol has also been exploring more personal and social history by focussing on families and street history. [Nurturing futures through histories | Bridging Histories](#)
- The aim is that the History Commission will continue to help Bristol better understand its history and how it became the city it is today by working with citizens and community groups to make sure that everyone in the city can share their views on Bristol's history.
- We want to look at all of Bristol's history – the strikes (dockers, postal workers), protests, changes brought by wars.
- This will build an improved, shared understanding of Bristol's story for future generations. This means not just the links to the city's involvement in the transatlantic enslavement of African people but more broadly through topics such as the struggle of workers for pay and working conditions, manufacturing and industry and migration and faith.
- As with the question of the future of the statue and the plinth, this process would be facilitated by the commission asking questions of the city to start a conversation on each topic. The first question prompted by the statue was "what have we remembered" and the next topics will be the histories of migration and mobility and then manufacturing and making. The questions used to provoke conversations for these topics will be "where have we come from" and "what have we made".

Question: CQ08.02

Cabinet – 5th APRIL 2022

Re: Agenda Item 8 - Recommendations of the We Are Bristol History Commission

Question submitted by: Councillor Barry Parsons

The remit of the commission included potentially “reviewing or changing the current policy for renaming streets, buildings and other structures where allowed by legislation; or implementation of a new policy which could take a more resident led approach and reflect the broader call to rename streets.”

The commission’s recommendations don’t directly address these issues. Residents of Colston Road in my ward of Easton, along with other streets across the city which bear the name of Colston and others who enriched themselves through the transatlantic slave trade, have a keen interest in this question. Does the administration have further plans in this area?

REPLY

To be clear the remit of the commission is not as laid out in the first point of the question. These lines have been taken from the Evidence Base of the cabinet paper and relate to the different strands of work that the internal officer working group could look at. The recommendations do not directly address street naming as it wasn’t part of the display & survey.

- Following the History Commission report it is now timely for the city to start to think more collectively on how we acknowledge and contextualise the contentious names which label some of our streets, buildings, and other structures so that as a city, we can move to a place of acknowledging our past in other tangible ways.
- As part of the work to consider the broader considerations of the report the Council will look to conducting a review of the existing street naming policy, which currently requires all residents of a street to consent.
- The cabinet decision sets out the requirement for an officer led project group to develop the work necessary to implement the recommendations. By also incorporating the Commission’s broader considerations within our wider strategic aims for legacy this provides us with a significant opportunity to include this work in the approach to embedding equality and inclusion in the Council’s corporate strategy and in tying the different strands together in a coherent and meaningful way for the city.
- Road names are not the way to solve racism and inequality – it shouldn’t be the starting point.

Question: CQ11.01

Cabinet – 5 APRIL 2022

Re: Agenda item 11 – Geographical Expansion of the E-scooter on-street rental trial

Question submitted by: Councillor Steve Pearce

The use of e-scooters in Bristol has sky-rocketed in the last few years. I'm wary about the unregulated private e-scooters, which often go at dangerously fast – Has the Mayor made any representations to Government about regulating the non-rental, non-road legal scooters?

Reply:

- There are increasing sales and use of private e-scooters, and this is happening across the country and not just in Bristol.
- We think that the government should be regulating them – instead of encouraging a black market.
- The government is aware of the issues with levels of private use and will consider these when it decides on any legalisation and regulation of e-scooters.

Question: PQ17.01&02

Cabinet – 5 APRIL 2022

Re: Agenda item 17 - Tender and Implementation of the LED/CMS Street Lighting Contract

Question submitted by: Mark Ashdown

1. What steps will you take to reduce light pollution arising from the inappropriate positioning, design and configuration of street lighting, so that we can optimise dark skies in the city, promote forage corridors for bats and other nocturnal animals and reduce disturbance to wildlife generally?

2. Are any papers available which address these issues? If so, please would you publish them?

Reply to question 1:

- Thank you for raising a good point.
- All LED lanterns being chosen for the project will minimise and reduce any unwanted light spill. The scheme utilises the latest LED technology and the latest optic control currently available. This combined with the management system and good lighting designs will further reduce any unwanted light spill. No upward obtrusive light will emit from the new LED lanterns, unlike the existing lanterns installed. The proposed management system (CMS) will enable the team to dim lights in light sensitive areas or areas where nocturnal animals and wildlife are present, adding further light reduction, while trying to maintain levels for road users and pedestrians.
- Mapping is underway, focusing on known areas of sensitivity. Certain, specialist LED lanterns and different colour temperatures will be deployed to be sympathetic to their respective surroundings.
- The system will allow for the introduction of lower than normal dimming regimes at certain times throughout the evening and night.

Reply to Question 2:

- We have recently secured an On-street Residential Chargepoint Scheme (ORCS) grant from the Office for Zero Emission Vehicles (OZEV), meaning 150 on street chargers will be installed at various locations this year and next.

Question: CQ17.01

Cabinet – 5 APRIL 2022

Re: Agenda item 17 - Tender and Implementation of the LED/CMS Street Lighting Contract

Question submitted by: Cllr Tim Rippington

I welcome this policy as yet another example of how we as a city are seeking to reduce carbon emissions by reducing energy consumption, whilst at the same time upgrading our ancient infrastructure. The energy saved here will help to power other things such as electric vehicles as we move away from burning fossil fuels.

As we are discussing upgrading streetlamps, I wonder if the Council has been in contact with the Government or private organisations about the possibility of installing Electric Vehicle charging points in streetlamps?"

Reply

- This was responded to verbally in the meeting.

Question CQ18.01

Cabinet – 5 APRIL 2022

Re: Agenda Item 18 - City Regions Sustainable Transport Settlement (CRSTS) Funding 2022-2026

Question submitted by: Councillor Marley Bennett

Could I have an update on the likely timescales for delivering the M32 Sustainable Transport Corridor and Hub Strategic Corridor goals?

Reply

- We have secured £48m as part of the City Region Sustainable Transport Settlement for delivery of an M32 Park and Ride and associated bus lanes.
- The CRSTS settlement is for 2022-2027 so we expect to deliver the scheme within those years.
- The West of England Combined Authority is currently developing an outline business case. This is expected to report in Spring 2023 and set out preferred option for a scheme and park and ride location.
- National Highways are also planning to carry out maintenance works to the viaduct and surrounding structures. These are planned for 2026 and beyond. WECA and the unitary Authorities are liaising closely with National Highways to co-ordinate both schemes.
- We want to work to take place as part of the expected viaduct repair works.

Question: CQ18.02

Cabinet – 5 APRIL 2022

**Re: Agenda item 18 - City Regions Sustainable Transport Settlement (CRSTS)
Funding 2022-2026**

Question submitted by: Councillor David Wilcox

I welcome the vision and scope of the settlement and look forward to getting more detail on the implementation of the many proposed schemes that will come from this investment.

I notice that BCC is proposing to provide over 50% of its contribution - £20m - from a new park and ride site on the M32. Can you please provide details on how much profit the existing park and ride sites at Brislington, Ashton Vale and the Portway have made over the last five years? Provide the answer in the form of a table with a row for each Park and Ride with columns for each year.

Reply

- There was discussion of this question in the meeting but this is the written answer to the question submitted as it wasn't asked in this form in the meeting.
- Park and Ride is a free car park and therefore we do not make a profit.
- Our Park and Ride sites have made no net profit over the last five years:
 - Portway and Brislington are a contracted service and cost £215,991 a year
 - Long Ashton cost £179,466 per annum up to September 2018. It is now run as a commercial Metrobus service and so has no cost to the council
- There are also car park management costs, but these are harder to calculate.

Question CQ18.03

Cabinet – 5 APRIL 2022

Agenda Item 18 - City Regions Sustainable Transport Settlement (CRSTS) Funding 2022-2026

Question submitted by: Councillor Tim Rippington

I've been following progress on the allocation of funding from Government for transport projects keenly, but I doubt many people know all the in's and out's of this massive transport investment. Could the cabinet member for Transport relate this report to the delivery of Labour's manifesto in 2021 and how it will help us to achieve the goals we set out this time last year?

Reply

- This was responded to verbally in the meeting.

Question: CQ19.01 & 19.02

Cabinet – 5 APRIL 2022

Re: Agenda item 19 - Appointment of Preferred Bidder for the City Leap Energy Partnership

Question submitted by: Councillor Heather Mack

Q1. I understand that the council's heat network assets will be sold to the Essential Subcontractor which will then operate under contract to the Joint Venture Company in which the council will have a 50% stake. I also understand the council will have a "special" share interest in the Heat Network company. Can the cabinet member explain the general principles behind this "special" share and its role in safeguarding the council's future interests in the city's heat networks?

Q2. As heat networks are unregulated utilities there's the added 'risk' factor for both operator and users - so how is this regulatory risk being built into the project?

Reply:

- Both questions were responded to verbally in the meeting.

Question: CQ 24.01

Cabinet – 5 APRIL 2022

Re: Agenda item 24 – Digital Transformation Plans

Question submitted by: Councillor David Wilcox

Previously BCC has entered into a relationship with Digital Strategic Partner i.e. Computacenter. Can you provide details on lessons learnt from working with such a partner and how they will be incorporated into this new relationship?

Reply:

- This was responded to verbally in the meeting.

Question: PQ28.01&02

Cabinet – 5 APRIL 2022

Re: Agenda item 28 - 2022/23 Corporate Business Plan and Performance Framework

Questions submitted by: Suzanne Audrey

I would like to ask Cllr Don Alexander the following questions relating to the Business Plan at the Cabinet meeting on Tues 5th April.

Background

It is good to see that the City Outcome indicators for the Transport and Connectivity theme include "KPI 5: Increase the percentage of people travelling actively to work by walking and cycling." Walking and cycling are very different modes of transport. I believe the Council does collect data on these as separate modes in relation to travelling to work. It would be useful to separate walking and cycling (rather than lump them together as 'active travel') for other journeys. I am also interested in the infrastructure that enables and encourages people to walk as a mode of transport.

Question 1. Please can you confirm the current methods used by Bristol City Council to collect data specifically about walking and the pedestrian environment?

Question 2. Would it be possible for the City Council to collect and publish more information specifically about walking and the pedestrian environment e.g. through the Quality of Life questionnaire and/or other consultations about travel, liveable neighbourhoods, school streets, high street improvements etc?

Reply to question 1:

Current methods used by Bristol City Council to collect data about walking and the pedestrian environment include:

- **Quality of Life survey** – see www.bristol.gov.uk/qualityoflife
 - o This asks the question “If you travel to work, on a typical mid-week day, what is your main form of transport to work?” which includes “walk” as a specific answer option.
 - o Results for “walk” and “cycle” are aggregated to provide an “active travel” response, as is noted, but are also published separately.
 - o Full answer options are: Car (as driver) / Car (as passenger) / Bus / Cycle / **Walk** / Train / Moped or motorcycle / Other
- **Transport survey data**
- We commission many manual traffic counts each year, most of which include counts of pedestrians. Each survey provides data on a survey-by-survey basis – available on our public web map, [Pinpoint](#).
- We also have 12 permanent multi-modal traffic sensors, including pedestrians. A

map of these is at: <https://arcg.is/Da98a>.

Reply to question 2:

In terms of publishing additional information on walking:

- Data from the Quality of Life survey about walking is already published – see the [Quality of Life 2021/22 data dashboard](#) (published March 2022)
 - This shows **20.5% of residents who travel to work do so by walking** (2021), slightly down on recent years (21.6% last year).
 - This data is further available by wards and by equality and demographic groups.
- Currently Quality of Life only captures data on walking in relation to travel to work, but it would be possible to include an additional question on walking and the pedestrian environment if there was a specific focus / sufficient priority (noting space in the survey is limited)
- Detailed data from the 12 BCC permanent **multi-modal traffic sensors** could be made available to selected partners (see <https://arcg.is/Da98a>).
- In addition, we are looking to improve the range of information we collect and share on walking and the pedestrian environment:
 - A new **map of the walking and cycling network** is under development - planned for release within the next 12 months. This will give a much more detailed picture of walking infrastructure and help target future spend on infrastructure improvement.
 - We are collecting a comprehensive set of data on walking, cycling and traffic as part of the “**East Bristol Liveable Neighbourhoods consultation**”, including concerns and ideas on the pedestrian environment. We will make these available as soon as possible.
 - We are investigating the potential of new data products on pedestrian footfall, based on **anonymised data collected from smart phone apps**. This is a very exciting field which, if feasible, could provide a whole new level of detail on pedestrian activity across the entire city.

Summary point – data on walking and cycling is collected separately and is available separately, although for the purpose of monitoring the Business Plan these are combined into the headline metric of 'active travel'

Question: PQ29.01 & 02

Cabinet – 5 APRIL 2022

Re: Agenda item 29 - Quarterly Performance Progress Report (Q3 - 2021/22)

Question submitted by: Sally Kent

"Fair & Inclusive:

The percentage of Final EHCPs issued within 20 weeks excluding exception cases stands at 33.6% and has, as anticipated, fallen by slightly over 9% in Q3. There is a real concern that owing to increased demands for service and capacity issues, that future improvements may be slower and the target of 60% will not be met at year- end. To give an indication as to the volumes involved, between January and September 2021, 381 new plans were finalised, of which 128 were within the 20- week timescale (33.6%). The decline in performance reflects an increase in requests received, coinciding with recruitment and retention issues in the SEND and EP teams alongside the subsequent time needed to train and develop new starters."

This fails to acknowledge that a large proportion of children waiting to have their EHCPs finalised will require a special school place when none are available. Is this causing the delay?

Can the Mayor tell me how many children are currently without a special school place specifically for transition to year 7 in September?

This paper for school forum has forecast and capacity data for primary and secondary, could you please use the same format when answering this question.

<https://democracy.bristol.gov.uk/documents/s71433/07%20SchoolsForum%20290322%20Place%20Planning%20v1.pdf>

Reply Q1:

- Of the 60 thousand children at school in Bristol 381 required EHCPs. Of those finalised between January 2021 and September 2021, 74 were finalised naming a Special School in their EHCP (only 19%).
- The known sufficiency issues across the city have put additional strain on all our education establishments as well as our SEND officers seeking placements and this can cause additional complications including slight delay but this is not the predominant reason for the drop in performance, hence why it has not been listed.
- We are bringing forward 450 special school places.

Reply Q2:

- We are working with the families of 44 children to secure specialist school places.
- Nine of these children in current year 6 are where we have just completed the EHC needs assessment and special school provision has been identified as being required