

Public Forum for Cabinet

Date: Tuesday, 6 December 2022



1. Statements and Questions received

Agenda item 8 - Establishing the City Leap Energy Partnership

PS08.01	Ian Watkins, Unison
CS08.01	Councillor Martin Fodor
CS08.02	Councillor Carla Denyer
CS08.03	Councillor Lisa Stone
PQ08.01 & CQ08.02	Suzanne Audrey
CQ08.01 & CQ08.02	Councillor Fodor

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Agenda item 9 - Additional resource for fire safety measures

CQ09.01 & CQ09.02	Councillor Hopkins
CQ09.03 & CQ09.04	Councillor Jama
CQ09.05	Councillor Rippington

Agenda item 10 - Arts Council England National Portfolio Funding 2023-2026

CQ10.01 & CQ10.02	Councillor Fitzjohn
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Agenda item 11 – Procurement of household goods contract in respect of the Refugee Resettlement Team

None

Agenda item 12 - Redcliffe Wharf - application to Brownfield Land Release Fund

PS12.01	Gordon Richardson and David Redgewell, Bristol Disability Equalities Forum
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Agenda item 13 - Moving Traffic Enforcement

PS13.01	David Redgewell, South West Transport Network
PQ13.01 & PQ13.02	Rob Bryher
CQ13.01	Councillor Bailes
CQ13.02 & CQ13.03	Councillor Wilcox

Agenda item 14 - Improving drug and alcohol treatment outcomes for people with a housing need

None

Agenda item 15 - Agenda for Change (AfC) pay uplifts for Bristol City Council funded services within the Community Children's Health Partnership (CCHP) contract

None

Agenda item 16 - Economy of Place - Implementation of the Corporate Strategy

PS16.01	Matthew Cockburn, Unison
PS16.02	Tom Merchant, Unison
PS16.03	Martin Hooper
PS16.04	Linda Bailey
PS16.05	Cherisse McAllister
PS16.06	Emma Hallett
PS16.07	David Redgewell
PS16.08	Celia Davis – not attending
PS16.09	Tim Jones, Filwood Broadway Working Group

PS16.10	statement removed.
PS16.11	John Payne, Bristol Civic Society
PS16.12	Andrew Lynch
PS16.13	Alderman Mhairi Threlfall
PS16.14	Alan Morris
PS16.15	Nick Sargent, Oakfield Residents' Association (ORA)
PS16.16	Statement removed.
CS16.01	Councillor Fitzjohn
CS16.02	Councillor Plowden
CS16.03	Councillor Wilcox
PQ16.01 & PQ16.02	Richard Goldthorpe
PQ16.03	David Redgewell
CQ16.01 & CQ16.02	Councillor Plowden
Agenda item 17 – Independent and Non-maintained special school placements - block contract	
CQ17.01	Councillor Rippington
Agenda item 18 – Financial update report - December 2022	
None	
Agenda item 19 - Council Tax base	
None	
Agenda item 20 – Collection Fund Surplus/Deficit report	
None	

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Statement: PS08.01

Cabinet – 6 DECEMBER 2022

Re: Agenda item 8 - Establishing the City Leap Energy Partnership

Statement submitted by: Ian Watkins, UNISON

I am submitting this on behalf of UNISON members in the Energy Service, Bristol City Council, a team of which I am a member and also the Unison Steward for.

Finally, after years of uncertainty and at a cost of millions, it appears that City Leap will come into being in the New Year. With the majority of the Energy Service team TUPEing across into the Joint Venture.

In many ways, Energy Service staff are glad of this as it should mean a more structured approach to decarbonising the Council's operations and they can look forward to the support of management previously engaged in the delivery partner procurement process. It is however, essentially the privatisation of the Council's Energy Service, one which has proudly pioneered all aspects of energy efficiency and renewables whilst remaining in Local Government and the public sector since 1996.

A service where, as the Energy Management Unit, a team of 10 people, conceived and implemented the Avonmouth Wind Project, which continues to provide the lion's share of renewable energy and income to this day.

It is unlikely that many Energy Service Staff would choose to TUPE out of BCC, an organisation many have served for years, but I have no doubt that given their professionalism and dedication to the goals of reducing energy waste and carbon production they will rise to the challenge accordingly – it is Unison's hope that it is recognised the launch of City Leap will be a stressful and labour intensive period for many and we hope that all measures will be put into place to support staff making this transition.

Statement: CS08.02

Cabinet – 6 DECEMBER 2022

Re: Agenda item 8 - Establishing the City Leap Energy Partnership

Statement submitted by: Councillor Martin Fodor

I'd like once again to welcome the continued commitment to decarbonise the council and enable a greater effort to provide leadership in decarbonisation of the city. We're building on decades on incremental projects and, since 2018, unanimous support for Green Cllr Carla Denyer's influential climate emergency declaration.

I would add my appreciation for over 4 years of effort by officers to achieve this stage – we need to recognise it's been such a costly and lengthy procurement process to create a step change in action and this hasn't been simple or smooth at times.

One particular important issue is that with a joint venture like this It's vital public assets and access to a pipeline of public projects is kept secure and managed with great care. We have to recognise that the primary motivation of the corporate partners is to their own shareholders, whereas ours is to our residents.

Since the start of City Leap I've been pressing for a serious commitment to social value and it looks like this has indeed been incorporated in the agreement so I welcome that. The added value of social and environmental outcomes on top of measured carbon savings needs regular monitoring and reporting.

It's vital local skills jobs and the development of local supply chains is nurtured to grow at pace with the ambitious target we have set for Bristol.

I've also consistently pushed recognition of the vital and innovatory role of community led energy initiatives in reaching well beyond where the council can go across our city. These span a portfolio of major renewable energy facilities plus educational, advisory and regeneration projects. I'd like to know how well these elements of the business plan will be prioritised and would like to see the design and choice of community led proposals in the hands of community partners.

The dilemma of rapid but shallower energy saving measures in many homes versus deeper more thorough but limited scale retrofit across fewer properties needs to be debated. The 2030 target for the city could be harder and less cost effective if the wrong steps are taken.

The likely dependence of the heat network in future on waste heat from incineration needs to be reviewed; as reduction, recycling, repair, and reuse grow with our ambitions to be sustainable then large scale dependence on incineration will risk of undermining the circular economy. Burning fossil fuel derived materials and other resources can't be considered low carbon. It should always be a last resort no matter how carefully regulated to minimise pollution and toxic waste generated.

Decarbonising the city is urgent and has to be delivered at scale and with climate justice built in. This is a big step in the right direction but the initiative moves public resources to be an arm's length joint venture so we shall certainly need to see it scrutinised very carefully.

Statement: CS08.03

Cabinet – 6 DECEMBER 2022

Re: Agenda item 8 - Establishing the City Leap Energy Partnership

Statement submitted by: Councillor Carla Denyer

This is a very important step in Bristol's decarbonation journey and I am very pleased to see it happen.

It will lead to some £400m of investment over the next 5 years, with the potential of that increasing to a £billion longer term. However this must be placed in the context of the need for at least 10 times that amount in order for Bristol to reach carbon neutrality. The UK Cities Climate Investment Commission estimates a mid-range figure of over £200 billion for the UK Core Cities and London Councils to meet their Net Zero pledges. Those authorities represent a quarter of the UK's population.

As well as the investment in infrastructure, a key element of the proposal is to help kickstart the upskilling of the local supply chain – there is an enormous skills gap both here in Bristol and nationwide for the type of jobs needed to transition to a carbon neutral future. We should also be looking to focus the delivery of the needed skills training in those communities most in need – a just transition requires us to recognise the need to make the most of the upskilling opportunity to bring decent green jobs to those living in the most deprived parts of our city.

City Leap provides the opportunity for Bristol City Council to mobilise its extensive estate in order to enable and encourage further investment from other sectors of the city, including our communities, businesses and other public sector organisations. Bristol City Council itself only accounts for a relatively small proportion of our carbon emissions but it has the ability to influence, encourage, and empower a much wider commitment to carbon neutrality.

At the same time, retrofitting our council homes to make them more energy efficient will also benefit our council tenants by reducing their energy bills, which are a major factor in the cost of living crisis. The current target is to ensure all council owned residential properties have a minimum EPC rating of Band C. However, we will need to further improve on this target if the city is to reach carbon neutrality, whilst also working with partners to improve the energy efficiency of the private housing stock which forms the vast majority of housing in this city. This is one of the big opportunities for the Council /City Leap to use its leverage – building up local supply chains to initially focus on retrofitting council homes, but which can then turn its attention to private housing stock.

I have a healthy scepticism about public-private partnerships. History has shown than putting essential public infrastructure into private or semi-private hands can often have undesirable outcomes. So in an ideal world I would have preferred a greater role for national and local government making direct public investment in the infrastructure to decarbonise our city. However, I recognise the extremely difficult situation that the Conservative government has created for local authorities over the

last 12 years, which means that this Council simply does not have the resources to invest in and run such a large infrastructure project itself. I therefore welcome City Leap as not the whole answer, but a very important and collaborative contribution to Bristol's decarbonisation – necessary but not sufficient.

Statement: CS08.03

Cabinet – 6 DECEMBER 2022

Re: Agenda item 8 - Establishing the City Leap Energy Partnership

Statement submitted by: Councillor Lisa Stone

The Bristol City Leap partnership with Ameresco Limited (Ameresco) is a brilliant step towards decarbonisation of the city with £424 M of investment.

It has an ambitious plan to decarbonise the Council Estate, and then use the expertise to focus on Private housing.

We see that they have Key Performance Indicators to invest Millions of pounds in heat pumps and the electrification of heating services, they want to start the local green economy, but I am not sure they will be focused on draft proofing and insulating the fabric of these buildings before connecting to the heat network, installing heat pumps, solar panels, and other expensive infrastructure.

My very small concern is that this report focuses on providing heat for customers and clients that will be created by a singular company whose main interest is the selling of the heat to the customer. That people will pay for that heat and that this service will be regulated by Ofgem, with no clear commitment to the creating a city that reduces the need for heat in the first place, by retrofitting homes to be energy efficient.

It tells us that this partnership will decarbonise the heat network by removing the gas fired assets – but what about installing draft proofing and insulation to meet the needs of the consumer, not just the supplier, who could profit on provided carbon reduced heat to a draughty property?

The report outlines that the city must buy into this project, and its objectives, however, people must be aware that they will need to draft proof their homes to benefit from connecting into the heat network. An EPC grade C may not be good enough for effective performance – and who will be monitoring the quality of the effectiveness of this infrastructure? The report says very little about this.

If this is a new approach to delivering low carbon energy infrastructure, such as solar PV, heat networks, heat pumps and energy efficiency measures at scale, then we need a work force now with skills to deliver the proposal by 2030 and courses on the curriculum at the local college or a dedicated centre of excellence like a sustainable skills academy, who will train up the workforce to deliver this proposal.

Currently there are no training programmes available for the installation of heat pumps and solar panels at City of Bristol College because the government refuse to fund them.

Question: PQ08.01 & PQ08.02

Cabinet – 6 DECEMBER 2022

Re: Agenda item 8 - Establishing the City Leap Energy Partnership

Question submitted by: Suzanne Audrey

Background

Information has been provided about the potential benefits of the City Leap Partnership, but the papers relating to risks are exempt. In Grant Thornton's 2019/20 Review of Governance Arrangements for Bristol City Council's Subsidiaries, concern was expressed about exempt papers, and it was recommended: Public reports should be consistent with the issues and concerns raised within exempt papers. The exempt papers should only provide confidential information which cannot be discussed within the public sessions.

Question 1. Why has no information about the potential risks of the City Leap Partnership been made available to the public?

Question 2. Please will you give an overview of the potential risks to Bristol City Council and the citizens of Bristol as a result of the City Leap Partnership?

Question: CQ08.01 & CQ08.02

Cabinet – 6 DECEMBER 2022

Re: Agenda item 8 - Establishing the City Leap Energy Partnership

Question submitted by: Councillor Fodor

1. How will the cost of capital for retrofit and other energy projects differ if raised through the JV versus cost of capital to the public sector?
2. How soon will community-led initiatives and social value commitments in the business plan be initiated?

Question: CQ09.01& CQ09.02

Cabinet – 6 DECEMBER 2022

Re: Agenda item 9 - Additional resource for fire safety measures

Question submitted by: Councillor Hopkins

Clearly there can be no compromise on safety and we have had one loss of life already.

Q1 can we have the cost of making a block safe by means of alarms and sprinklers being fitted as previously planned.

Q2 do we now have a clear programme with dates for alarm/sprinkler installations and can we see this please.

Question: CQ09.03& CQ09.04

Cabinet – 6 DECEMBER 2022

Re: Agenda item 9 - Additional resource for fire safety measures

Question submitted by: Councillor Jama

I'm very pleased to see this come to cabinet so the council can continue to fund the fire safety programme. The waking watch is an important part of an overall strategy to keep council tenants safe and I know this will reassure my residents in Lawrence Hill.

Please can the cabinet member for housing please confirm that the waking watches are now in place at all appropriate council properties? I ask because while this item concerns funding, I am mindful that it may take time find fire wardens to put in place.

Alongside this work, has the council undertaken any sort of outreach work or awareness campaigns, to help prevent fires?"

Question: CQ09.05

Cabinet – 6 DECEMBER 2022

Re: Agenda item 9 - Additional resource for fire safety measures

Question submitted by: Councillor Rippington

I am pleased the council has taken these measures - few (or perhaps, any) councils have introduced similar measures to help prevent fires in buildings with EPS cladding, but I hope more will follow suit.

Gilton House in my ward of Brislington East is one of the tower blocks affected by the recent changes. They recently had a meeting with Fire Authority and Council staff to answer many of their queries, however I have been contacted by residents there who still have some outstanding concerns about the changes to policy.

I have pasted some correspondence a resident has sent me below:

1. Evacuation policy – it has changed from “stay put until told to get out” to “evacuate as soon as you are aware of a fire”. This change is causing confusion. If we are to evacuate immediately, there is the question of alarms. When the smoke detector goes off in a flat, it goes through to the call centre which is part of our supported housing package. They then call the fire brigade. However, they do not, as far as I am aware, inform the fire marshals whose job it is to go from floor to floor sounding air horns. Recently there have been delays in getting an answer from the call centre and sometimes no answer at all. This is a particular problem if fire breaks out when no-one is in the flat or the resident is incapacitated and cannot get out to press the alarm button on the landing. A fire could be well alight before the fire marshals know about it.

If there is a general evacuation, there is likely to be a crush on our one and only staircase which the two fire marshals on duty at any one time would struggle to contain. We are getting mixed messages. On the one hand, we have been told in writing to evacuate as soon as we become aware of a fire anywhere in the block but on the other hand, some officers are saying we should wait for the fire marshals to evacuate the block floor by floor. Confusion is dangerous.

2. Restricted mobility – a number of residents (including me) have restricted mobility and would find it hard to get down the stairs. We would slow everyone else down and add to the danger of a crush. Some residents cannot manage the stairs at all. People with mobility problems are supposed to have Personal Evacuation Plans so they can get help. We did not know of this until recently. The Council needs to make much more of an effort to inform residents of PEPs and how they would be evacuated. I suspect that in Gilton House and in other blocks there would be a serious and dangerous problem.

Please could the Cabinet Member for Housing provide a response to the issues raised by my local resident, as I am sure many other residents would also like reassurance on these matters?

Question: CQ10.01 & CQ10.02

Cabinet – 6 DECEMBER 2022

Re: Agenda item 10 - Arts Council England National Portfolio Funding 2023-2026

Question submitted by: Councillor Fitzjohn

In this important year Bristol Museum celebrates its 200th anniversary, and this event provides a fantastic opportunity to increase their reach, develop their audiences and profile innovative city wide programming with new and diverse partners. All requirements of the NPO offer which they have to confirm in the Action Plan by March 2023.

However, organisations need capacity, strong leadership, visionary and effective boards and enough funding to employ good quality staff that can deliver the programmes Arts Council England demand.

The last cultural strategy was produced in 2017, this provides compelling evidence that the current administration hasn't provided the necessary support nor value the 'culture' that is described in the NPO bid as playing an important key sector role.

1. Does the museum have this support?
2. If not what can this administration do to improve this situation?

Statement: PS12.01

Cabinet – 6 DECEMBER 2022

Re: Agenda item 12 - Redcliffe Wharf - application to Brownfield Land Release Fund

Statement submitted by: Gordon Richardson and David Redgewell, Bristol Disability Equalities Forum

We welcome this report very much as Redcliffe wharf along with Temple quay and western Harbour are the last major Developments sites in Bristol Historic Harbour.

We welcome the investment by the city council into the Regeneration of the quay side so Development can get under way.

We want to protect access to the quay side walkways and with surface as the development is built out is wheelchair accessible and able to deal with people with sight loss.

We also want the council to address any future ferry service access at Redcliffe quay .

We would that access is being protected to the historic Redcliffe caves if managed correctly could be a Tourist destination for Bristol.

We welcome the regeneration of Redcliffe quays and the work mayor Rees is putting into regeneration of Bristol Historic Harbour for business leisure and the Tourist economy.

Gordon Richardson and David Redgewell Bristol disability equalities forum.

Statement: PS13.01

Cabinet – 6 DECEMBER 2022

Re: Agenda item 13 - Moving Traffic Enforcement

Statement submitted by: David Redgewell, South west transport Network.

We would like to fully support the camera enforcement of bus lanes for moving traffic enforcement.

Using the London Transport style of enforcement cameras on buses this has very much improved London Transport bus Network.

Reliability and punctuality has improved with cameras on the buses .

First group plc west of England bus and stagecoach west some of the fleet are fitted with the cameras already on fronts and sides of buses . it would be very useful If this was included in with bus lanes in South Gloucestershire North Somerset council and Bath and North east Somerset.

Of course this requires Department for transport approvals.

The west of England mayoral combined transport Authority and North Somerset council bus service improvements plan would benefit from an enforced system on bus lane as well as APR street cameras.

But with need bus lanes and priority measures across the city region as Part of region plan this is to be welcome .

On course Mayor Dan Norris metro mayor working with councillors Don Alexander, Brisol Sarah Warren Banes . Steve reade, South Gloucestershire and steve Hogg transport executive North Somerset.

Need improve the bus service and recruitment of more drivers both in stagecoach west and First group plc west of England buses.

We are at present about 200 bus drivers short in the city region.

David Redgewell South west transport Network.

Peter Travis Somerset catch the bus service campaign.

Question: PQ13.01 & PQ13.02

Cabinet – 6 DECEMBER 2022

Re: Agenda item 13 - Moving Traffic Enforcement

Question submitted by: Rob Bryher

Thank you to the Mayor, Councillor Alexander and officers for bringing this forward and for taking action to improve road safety in Bristol.

The report indicates that Improve My Street has been one of the ways that officers have assessed which sites to target initially. I think this should say Fix My Street as a quick Google doesn't return anything for Improve My Street.

Question 1:

What is the best way for a member of the public to raise the attention of the officers to an instance of a Moving Traffic Violation and build support for a site to have cameras installed? Is there somewhere on the council's website they can feed this information in and that explains best practice (i.e. what evidence is needed for a site to be strongly considered)?

Question 2:

If there are six enforcement sites this year, will this be the same every year? Will the Mayor set a specific target for the number of additional enforcement sites to be added each year?

Question: CQ13.01

Cabinet – 6 DECEMBER 2022

Re: Agenda item 13 - Moving Traffic Enforcement

Question submitted by: Councillor Bailes

I am delighted that the Council is moving forward quickly to install an 'ahead only' enforcement camera on the Hareclive Road / Anton Bantock way junction. This will undoubtedly deter drivers from reckless, illegal driving and help prevent another fatal injury at the junction.

Please could the Cabinet Member for Transport inform me of when he expects the Department for Transport to approve this scheme?

Question: CQ013.02 & CQ13.03

Cabinet – 6 DECEMBER 2022

Re: Agenda item 13 - Moving Traffic Enforcement

Question submitted by: Councillor Wilcox

I welcome the council embracing the ability to enforce Moving Traffic Violations.

1. Will the cabinet member outline the process for people to nominate sites for enforcement?
2. Will the cabinet member detail how this process can be used to stop Motorcycles and Mopeds using infrastructure that is dedicated to pedestrians and cyclists? Such as the modal filter at the end of Landseer Avenue onto Honey Pens Crescent?

Statement: PS16.01

Cabinet – 6 DECEMBER 2022

Re: Agenda item 16 - Economy of Place - Implementation of the Corporate Strategy

Statement submitted by: Matthew Cockburn, Unison Steward for City Transport

The proposal being put to Cabinet to disband City Transport function is ill-thought-out, potentially hugely damaging to the city and the way it has been communicated with staff has been clumsy.

No-one is arguing that there is not a need for cuts; indeed proposals have been made as part of the budget process to balance City Transport's budget. The proposal before Cabinet is not part of this normal process but a proposal that Bristol should cease its Strategic Transport function. How can one of the United Kingdom's Core Cities stop doing Strategic Transport?

Given the City Transport team carries out many essential functions, works closely with a wide range of partners inside and outside the Council and brings in large sums of money, it would be extremely complex and probably counter-productive to dismember this team.

The City Transport team oversees the spending of significant sums of s106 funding, oversees the project management of many major transport projects and provides responses to planning applications on behalf of the Local Highway Authority. It also maintains key data sets such as road safety data, oversees legal functions such as Traffic Regulation Orders and provides a Travel Plan function for developers who have paid for this service.

Many of City Transport's "non-statutory" functions involve providing services to some of the most vulnerable in society such as providing customised cycle training to people with disabilities and ensuring children, including in many of the city's most deprived areas, can get to school safely thanks to school crossing patrols.

The report also opens the door to privatisation of services which in our experience often results in paying more for a less good service. We believe that for most work areas, training and nurturing in-house experts results in better value-for-money and more control over quality.

The Cabinet report and the EIA are silent on, for example, what the impacts would be on deprived communities of disbanding school crossing patrols or on people with disabilities of depriving them of access to cycle training.

Most of the BCC teams consulted such as Finance and Legal stated that further details would be required – which is not surprising as there are almost no details in the report.

In short, the City Transport Service delivers essential services, manages large sums of money and is a well-run and effective service, so why on earth should it arbitrarily be decimated? This proposal makes no sense.

We would however urge that if Cabinet is to remove this essential service then it does so explicitly and with a clear plan for where all the functions would be moved. It would be completely unacceptable for Cabinet simply to delegate all the “details” to be resolved at a later date.

We therefore ask Cabinet members to do the right thing and not sign up to an undefined, ill-thought-out and extremely damaging act that will have long-term repercussions.

Statement: PS16.02

Cabinet – 6 DECEMBER 2022

Re: Agenda item 16 - Economy of Place - Implementation of the Corporate Strategy

Statement submitted by: Tom Merchant, Unison Branch Secretary

On behalf of Unison planning officers within the Development Management team

These proposals have been published in the public domain without staff being notified or involved. We consider this undermines the corporate values of Collaboration and Respect.

Members will be aware that the Development Management service delivers the statutory function of the Local Planning Authority and provides a vital revenue stream for the Council.

A fully resourced DM team is key to delivering the Mayor's aims, and the City's needs, including sustainable, good quality housing. In a letter dated 1 December 2022, DLUHC outlines the importance of well-designed places and having senior officials with a design and placemaking remit. It states, **"Developments that are not well-designed should be refused planning permission and housing targets should not be used as a justification to grant them permission."**

The Decision Pathway report notes that we are "struggling to support the timely administration of planning applications". This is a direct consequence of the decision not to recruit to the many long-term vacancies that have been carried by the service, even before the recruitment freeze. This severely impacts on:

- Staff retention
- Wellbeing
- The development industry and its confidence to invest in Bristol
- The delivery of permission for new homes in a timely manner

The planning service provides a professional service to the City of Bristol. However, the work of the department has been undermined, our professional judgement is not valued, and decisions are pushed through the committee system.

Planning officers belong to the planning profession, with posts at BG11 and above requiring membership of the Royal Town Planning Institute which has its own code of professional ethics and for which an annual subscription fee is payable. This is a financial burden for the officers not the council.

Carrying out the function of the LPA not only requires planning and enforcement officers in post, but also requires input from a wealth of other areas of expertise within the Council in order to do the job properly. These include City Design; Transport; Pollution Control and Land Contamination; Sustainability; Nature Conservation and Tree officers, as well as a range of other disciplines. A fully resourced planning and consultee service is not only key to delivering the aims of the Corporate Strategy but is essential for managing development quality, as well as ensuring sustainable transport, design quality, reducing carbon emissions, city growth, and protecting and securing new green infrastructure.

Development Management has a direct role in place making and preserving Bristol as a fantastic place to live and work. We hope that the review will facilitate this and would welcome involvement in how the service should be changed.

Statement: PS16.03

Cabinet – 6 DECEMBER 2022

Re: Agenda item 16 - Economy of Place - Implementation of the Corporate Strategy

Statement submitted by: Martin Hooper

City Design and The Mayor proposes to tackle under-resourcing in the council by completely closing two important teams in the Council – City Design and Strategic Transport. These teams perform many important roles, including bidding for national govern...

If the mayor wishes to go ahead with this then can he state where the oversight for control of development and planning will sit within the council. His desire to have no consultation in this matter is another example of his leadership style which essentially comprises of his will being imposed on the democratic process. I propose that as he is leaving and has been given a vote of no confidence by the recent referendum that he stops making executive decisions. The people of Bristol need protecting from development that is inappropriate and bad planning. That is where oversight comes in.

Statement: PS16.04

Cabinet – 6 DECEMBER 2022

Re: Agenda item 16 - Economy of Place - Implementation of the Corporate Strategy

Statement submitted by: Linda Bailey

In 2019 the Mayor's Climate Emergency Action Plan was created, it seems to be a regressive step to remove departments working towards that goal, especially when they are often funded with grants from the government. A woman lost her life last month riding her bike to work on Bristol's roads, we must improve not abandon our transport system. A better start would be high capital projects such as the underground system that should be put on hold instead.

Statement: PS16.05

Cabinet – 6 DECEMBER 2022

Re: Agenda item 16 - Economy of Place - Implementation of the Corporate Strategy

Statement submitted by: Cherisse McAllister

I would like to make a statement objecting to item 16 and its plans to get rid of the council teams delivering cycling improvements across Bristol. Given the need to encourage this non polluting method of transport, I believe this is a grave mistake and a backward step for a modern city.

Statement: PS16.06

Cabinet – 6 DECEMBER 2022

Re: Agenda item 16 - Economy of Place - Implementation of the Corporate Strategy

Statement submitted by: Emma Hallett

I am writing to express my objection to the proposal to disband the Strategic Transport and City Design teams as set out in this proposal.

This proposal is flawed in many ways.

The work of the City Design team brings money into the council and improves places throughout the city. It has been integral to making Bristol the place it is today, the changes it has brought about are too many to list but range from Queens Square in the heart of the city to Gainsborough Square in Lockleaze. High quality liveable spaces that we can all enjoy rarely come about by accident, but are the result of expert input from this team, designing, updating and improving the very fabric of the city. Areas of Bristol like Clifton will always have high quality places that are a joy to live in, it is other, less wealthy areas of the city where the loss of this team would be most acutely felt. This unequal impact of the potential withdrawal service provision is not reflected in the equalities screening.

As Members will know, we face a climate emergency, now is exactly not the time to be disbanding the city's Strategic Transport team. Like City Design, in addition to statutory functions, Strategic Transport brings income into the council and the wider city both in the form of grants and through negotiations with developers. Just at a time when it is imperative we act to enable citizens in Bristol to reduce the carbon emissions related to transport, this proposal seeks to disband the very team that is able to bring about these changes and to secure the funding to do so. This proposal threatens many aspects of the council's work that currently enables Bristolians to travel more sustainably – from school crossing wardens to cycle trainers – these roles help everyone to walk and cycle more. There is again a social equality issue as it is those who are poorest who have the least access to cars and are most impacted by them that will suffer most from these changes.

I ask you to reject this proposal, it makes little sense in terms of any aspect of sustainability: social, environmental or economic.

Statement: PS16.07

Cabinet – 6 DECEMBER 2022

Re: Agenda item 16 - Economy of Place - Implementation of the Corporate Strategy

Statement submitted by: David Redgewell

Firstly we welcome the major proposals for Public transport ,Network Division and the city Transport including bus and railway officers to move to WECA .

Especially bus stop maintenance design and delivery to the west of England mayoral combined transport Authority.

6 year ago before covid 19 the city council, South Gloucestershire council and Banes were looking to transfer all major transport functions to west of England mayoral combined transport Authority. As per the statutory order in Parliament

The metro mayor Dan Norris has the control of a large number Transport Projects all in Partnership with North Somerset council with the west of England committee.

These are Bristol Temple meads station and quarter. £92 MILLION.
Bus service improvements plan. £105 MILLION.
£ 520 MILLION City region transport plan.
£ 152 million pounds for the metro west railway route
Bristol Temple meads station Bedminster, parson street pill and Portishead.

But all the mayoral combined transport Authority have have staff .
To carry out Main Highway functions.
Railway Executive functions.
Bus service information and infrastructure services.
Bus and rail interchanges.
Walking and cycling.

All the other mayoral combined transport Authority have precepting powers.

We very much and fully support the transfer of Transport functions and Public transport Network officers to the west of England mayoral combined transport Authority.
As we have this should of happen years ago

The public transport campaign organisations have been asking mayor Rees to help set up an integrated transport Authority.
With the appropriate office to run the Authority.
Their are concern about the west of England mayoral combined transport Authority.
But this because it needs officers and staff to run still quite new Authority.

Bristol city council is doing the right think by transfer offers and functions.
We want to see a stronger West of England mayoral combined transport Authority committee and Transport executive. With Transport councillor s from Bristol city council , Don Alexander

Sarah Warren Banes Stephen reade transport Executive, South Gloucestershire North Somerset council Steve Hogg on a functional transport Board with the metro mayor Dan Norris chairing it . Like mayor Andy Burnham In Greater Manchester.

We must set up an intergration Transport Authority. Especially to delivery metro west railway projects Bus service improvements plan. Joint local transport plans and mass transit system.

All Transport campaign groups.
Transport for Great Bristol.
Railfuture Severnside.
Friends of Bristol suburban railways.
South west transport Network.
Somerset bus partnership.
Somerset catch the bus campaign.
Gloucester catch the bus campaign
Bath and Greater Bristol tram group
Bristol disability equilities forum..

All support the setting up of an intergrated transport Authority and North Somerset council join the west of England mayoral combined transport Authority and the lep In the leveling up Bill.

In Greater manchester Andy Burnham metro mayor combined Authority and Andy street metro mayor of the west Midlands combined Transport Authority run all of the major Transport functions including buses tram services a railway Executive some Highway functions for major routes it is very import that Bristol city council transfer all public transport staff to the west of England mayor combined Authority .

This would help the metro mayor heavy amount of work on bus services replacement of commerical bus services with supported bus services .

The west of England mayoral combined Transport Authority is in need of more public Transport staff and the rest of the team need transferring from Brisol city council.

We also welcome the set of a city planning Authority with a chief planning officer
The metro mayor Dan Norris has a regional planning function and that will also need staff .

We hope that south Gloucestershire and Banes will transfer the rest of their transport staff to the west of England mayor combined Transport Authority

The leveling up bill will also allow North somerset council to join .

But the joint committee is very important to over see metro west Railways, Bus service improvement plan and local joint Tranport plan .

And should function along side the west of England combined Authority.
We welcome a very positive paper from Bristol city council.

The bus and railway unions support the setting up of west of England mayoral combined Authority and North somerset council as an intergrated transport Authority

Statement: PS16.08

Cabinet – 6 DECEMBER 2022

Re: Agenda item 16 - Economy of Place - Implementation of the Corporate Strategy

Statement submitted by: Celia Davis

Cllr Beech, I am writing to you as my local Councillor and as the cabinet representative for planning in Bristol. I discovered a few days ago that buried in the papers for tomorrow's cabinet meeting is a paragraph recommending the axing of the Council's City Design team.

For what it's worth I just wanted to say I feel this is incredibly short sighted and very disappointing. The scale of development happening in Bristol must be managed by a well resourced planning team with specialist knowledge in urban design, climate change, green infrastructure and how the citizens of Bristol use and access places and all their complex layered uses. The demands on land in Bristol have never been more complex and yet the role of this important team to influence how these can be met in the public interest (in line with corporate objectives of the Council) will be lost. I have no doubt that in the long run more money will be spent on consultancy advice to replace this valuable knowledge than the team cost to keep in house.

I am well aware of the difficult realities of consistent real term cuts in funding and that despite the government's commitment to 'beautiful places' local authority planning teams are facing a deep crisis of resourcing. I get that in those terms the city design team might seem like a luxury. However, if you don't get development right in the first place, we will end up fast forwarding ten years and paying for expensive retrofit to make these developments climate resilient and fit for the purposes of a changing city. The fact that the same set of cabinet papers is laying out the costs of fire stewards to reassure residents in tower blocks is itself a bleak example of the future costs when attention is not paid to important issues at the design stage of development.

Proper scrutiny of development proposals and council resource to plan strategically for higher quality places is paramount. Last week Michael Gove wrote to Council leaders in England to emphasise the role of placemaking and design in creating successful places and asking Councils to ensure they have senior leaders with a design and placemaking remit and 'make use of the tools you have available' to secure sustainable development. What better tool does Bristol have than the City Design team?

Bristol is a much celebrated place, attracting economic investment and tourism and new residents from all over the world. The experts within the council such as in the City Design team are the unsung and under appreciated experts that make this success possible. The Bristol of the future will be a much worse place without them.

Statement: PS16.09

Cabinet – 6 DECEMBER 2022

Re: Agenda item 16 - Economy of Place - Implementation of the Corporate Strategy

Statement submitted by: Tim Jones, Filwood Broadway Working Group

I understand that there is a proposal to close the City Design Group, but I have not heard how its work is to be carried forward after the closure.

My concern is on behalf of Filwood Broadway Working Group as there are two projects in which this group of local residents is working with officers from City Design - the public realm project and the Levelling up bid. I would be grateful for reassurances that these projects are not going to be delayed or scrapped as a result of this proposal."

Yours faithfully

Tim Jones
Chair of Filwood Broadway Working Group

Statement: PS16.11

Cabinet – 6 DECEMBER 2022

Re: Agenda item 16 - Economy of Place - Implementation of the Corporate Strategy

Statement submitted by: John Payne, Bristol Civic Society

The Secretary of State for Levelling Up, Housing and Communities, Michael Gove has just sent the following letter to local authorities Bristol Civic Society is concerned that the Council might be unable to respond positively to it without a dedicated City Design team and we ask that the letter be taken into account when the Cabinet is considering the future of the City Design Team.



Department for Levelling Up, Housing & Communities

Rt Hon Michael Gove MP
*Secretary of State for Levelling Up, Housing and
Communities*
Minister for Intergovernmental Relations

**Department for Levelling Up, Housing and
Communities**

4th Floor, Fry Building
2 Marsham Street
London SW1P 4DF

To: Council Leaders in England

1st December 2022

Dear Leader,

CREATING BEAUTIFUL, POPULAR, HEALTHY AND SUSTAINABLE PLACES

The Government considers that beauty and good design are central to levelling up and good place-making. In July 2021, the **National Planning Policy Framework** established beauty as an overarching objective alongside sustainable development and stated that all development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design. It asks all local planning authorities to prepare design guides or codes, taking into account guidance contained in the National Design Guide and National Model Design Code. These updates were made to empower councils to set clear standards for what they and the local community find beautiful and to refuse what they find ugly.

To support you and your communities, we have set up the **Office for Place**, at present within my department, to champion design and beauty in placemaking by helping you and your communities turn your visions for beautiful towns, cities and neighbourhoods into local standards that all new development should meet.

As local leaders, you have a huge role to play in delivering these ambitions for creating better neighbourhoods for everyone, everywhere.

There are four things that I am asking you to do today, to support your communities.

- First, to **speed up permissions for well-designed places, and turn down applications for badly designed places**. I'm delighted that some local authorities and developers are reporting that the changes to national planning policy are helping, ensuring that the quality of development is considered, as well as the number of new homes. I urge you to act with similar confidence in accordance with the National Planning Policy Framework. Developments that are not well-designed should be refused planning permission and housing targets should not be used as a justification to grant them permission. As Secretary of State, I will support you and your officials in this mission.
- Second, to **prepare design codes now**. The Office for Place will be launching a new website, to provide practical and helpful recommendations and guidance to local authorities and communities. This website is a starting point, and we will evolve it as the Office for Place's work grows.

- Third, to **appreciate the role of placemaking in levelling up by recognising the need for strong leadership within your council**. Having senior officials with a design and placemaking remit, and having officers who have the requisite urban design, conservation, and landscape skills has led to huge benefits in terms of the quality of placemaking and associated benefits including health, wellbeing and biodiversity. I'd encourage you to think about how you can make sure there is strong design capacity and leadership within your council and that officers are enabled to work productively and constructively with you as council leaders. Neighbourhoods where people can thrive are about more than just well-designed homes. It is about supporting the creation and stewardship of popular, healthy, beautiful and sustainable places.
- Fourth, to **make use of the tools you have available to you to promote beautiful and sustainable development in your area**. There have been examples of Local Development Orders or Neighbourhood Development Orders being created with a design code to enable development that is beautiful to come forward at a smaller scale. There is also an important role for neighbourhood planning.

If you do encounter aspects of process or policy which make it harder to achieve these ends, please do share them with my department or the Office for Place.

This country is creating some of the best places to live in the world. But it's too rare. We must do so far more often for the betterment of our neighbours, for the advancement of our economy and for the delicacy with which we tread upon the planet.

With every good wish,

A handwritten signature in black ink that reads "Michael Gove". The signature is written in a cursive, flowing style.

RT HON MICHAEL GOVE MP
Secretary of State for Levelling Up, Housing and Communities
and Minister for Intergovernmental Relations

Statement: PS16.12

Cabinet – 6 DECEMBER 2022

Re: Agenda item 16 - Economy of Place - Implementation of the Corporate Strategy

Statement submitted by: Andrew Lynch

Part B, item 16, Economy of Place, Implementation of Corporate Strategy

It is essential that the City Design and Strategic Transport teams are not disbanded without a public consultation in order for the Cabinet to demonstrate that these measures are not being implemented in order to reduce oversight of these two vital areas of public concern.

Statement: PS16.13

Cabinet – 6 DECEMBER 2022

Re: Agenda item 16 - Economy of Place - Implementation of the Corporate Strategy

Statement submitted by: Alderman Mhairi Threlfall

I am proud of Labour's record in local government however, as an ex-councillor, ex-cabinet member and an Alderman, I am concerned about the changes proposed which from the cabinet paper, identify no financial benefits, have serious legal and financial implications and could damage both the Council's reputation and their ability to carry out important functions ongoing.

1. I would like all cabinet members here to look and review their own Legal and Financial advice which due to the limited information available reach no conclusions. This includes:

- A warning that the discontinuation of Grant funded work may lead to **significant financial liability** for the Council if such projects are abandoned, leaving the Council with the **liability for abortive costs**.
- There is **a risk that the externally sourced services will cost the Council more** as private providers will add a profit margin to their costs.
- The **proposals in this report will require detailed costing** and consultation of staff has not been done which could cost the council significant amounts, and only then will the full implications be known.
- The **Council currently pays a levy of c£10.3m for services** already transferred to the Combined Authority, so it should expect to be **levied for any new services that transfer**, including annual inflationary increases.
- **Consideration will need to be given to the impact on statutory duties**, which are clear from this paper, are not actually understood! There are currently no duplications of services, as the 1989/2000 Transport Acts require certain functions are carried out by the council. **The Council are at risk of not delivering our statutory functions** if this is rushed through.
- **Staff have the right to be consulted**, and appropriate management of change process should be carried out. As a trade unionist, this is close to my heart, and there are legal implications under employment law if this is not carried out in a fair and balanced way.

2. WECA currently has governance and staffing challenges which need to be overcome.

The auditors have already raised the need for all four authorities to work together, and therefore part of any planning or transport moves should consider teams within BANES and South Gloucestershire, the wider strategic WECA issues, and be done in a strategic manner that responds to need and serves our local communities.

3. Local Elections in BANES and South Gloucestershire will again change WECA

Next year we will see local elections in BANES and in South Gloucestershire which may again see changes to WECA's leadership. There has often been talk about an integrated transport authority (ITA) in order to get over some of our region's biggest transport issues – and there could be more appetite for this following those elections and this could be achieved if we work together.

4. Bristol local elections and changes to the committee system will be the opportunity to review and revisit these functions.

Taking account of two Christmases and the summer recess, there are essentially 14 months until our own local elections. This election will lead to a fundamental change in how our council operates, and likely, a review of the Council's functions. This decision affects how the council will operate going forward under the committee system so should be a decision for the committee. The committee should be able to consider how planning and transport will operate and hold WECA to account to deliver for the city (including the Strategic Development Plan) rather than just passing the buck. Moving staff or restructures just results in a loss of local talent rather than getting the best out of our people. There does need to be fundamental changes to how planning and transport work in the region if we are to deliver for our communities, but this needs to be reviewed by our new structures, and the new administrations in BANES and South Gloucestershire. Why not be ambitious and push forward for an ITA?

5. Other local authorities within combined authority areas have kept their strategic and highways transport functions.

Other local authorities with combined authorities have led on transport, have kept and invested in their strategic and highways transport functions in order to deliver on their statutory obligations and ensure local people have a say and ownership of their own areas. This includes Manchester, Liverpool, and Yorkshire where we have strong Labour Metro Mayors. We should take the time to learn and lead.

6. This comes down to city leadership and accountability.

The question remains, **why now?** Why not complete the due diligence first, work with WECA to sort out the existing governance issues and plan this as part of a Regional Transport Strategy and Strategic development plan. This should be discussed and decided at the WECA Regional Transport and Planning boards with the other local authorities and scrutinised by the Regional Transport and Planning Scrutiny committees, so that we are all speaking with one voice. Labour is showing daily the positive impacts that city leadership can have when it is conscientious and strategic. Therefore, why should we not be conscientious and strategic here too?

I would like to request Mayor Marvin Rees and his cabinet to consider this question and, on the basis of the evidence above and the other statements heard today, consider delaying this decision due to lack of information and to ensure proper engagement occurs with WECA, that legal, financial and regional considerations are fully explored and the councils new committee system is involved in making any significant decisions.

Statement: PS16.14

Cabinet – 6 DECEMBER 2022

Re: Agenda item 16 - Economy of Place - Implementation of the Corporate Strategy

Statement submitted by: Alan Morris

This statement is written in a personal capacity but reflects my involvement in Bristol Walking Alliance, Bristol Civic Society and Sustainable Transport Network.

I am concerned about the proposal to disband the City Design team and to lose staff in City Transport and Strategic Transport. I understand the severe budget pressures facing the Council. I understand the current backlogs in Development Management. I understand that Council process can sometimes get in the way of efficient working, and it is right to review the organisation structure to make it more efficient. But

The proposal is a mix of organizational structure review/ shedding jobs/ transferring job roles to WECA. At this stage, the proposal and its impact in terms of both capacity and net savings is unclear, but this seems more than an efficiency cut. It looks like a reduction in capacity. I am commenting now even though the proposals are unclear, because there is no indication that there will be any further opportunity for democratic input. This concerns me.

I make some specific comments below.

Changes to the Planning function

- I welcome the reintroduction of a Chief Planner role.
- It seems clear that the Council's capacity to make design comments on planning applications will be diminished. It seems clear that this is associated with the administration's desire to make the development process easier by weakening the input on good design. This concerns me.
- The government is encouraging local authorities to do more on design. Michael Gove has just written to local authorities in which he encourages local authorities to "turn down applications for badly designed places" and to "prepare design codes now" and "strong design capacity and leadership within your council". This is the wrong time to reduce capacity for design input.
- Some of the costs are offset by income. The government has promised an increase in developer fees for planning applications. The City Design team raises some funding to offset its costs: some of the City Design team's funding comes from fees from Know Your Place.
- The planning staff could probably be more productive if they had better systems. The government (DLUHC) is currently offering money to Councils to improve systems but Bristol is not taking up the offer. This may be symptomatic of a general underinvestment in systems by the Council.

Changes to the Transport functions

- It seems clear that the Council's capacity in Transport Development Management to make transport/highway-related design comments on planning applications could be diminished. This concerns me.
- Much of the Transport staff costs is capital-funded. Whenever I talk to teams that are revenue-funded, I always get the message that they are stretched to deliver the minimum within current budgets. I am not sure where there might be scope to reduce costs without damaging the Council's capacity to deliver the basics.

- I am unclear on the scope for making cost savings by transferring roles to WECA. WECA will presumably want budget transferred across for any roles carried across.
- I am unclear on the scope to reduce duplication between the Council and WECA, and which teams this might affect. What is the model in other areas with Combined Authorities ? Might it give rise to questions about governance and democratic unaccountability if too much is transferred across ?
- It would be of particular concern to me if the specialist design expertise for walking and cycling infrastructure was lost. Also public realm design expertise.
- The design input process could probably be made more efficient if the TDM design guide for developers was finally published. It has been in development for more than 5 years !

The risks of making cuts

- Good design may seem at first sight to be a nice-to-have. But that fails to account of the long term economic, social and environmental value that these functions generate.
- Get design wrong and you build in dysfunction and the future costs for fixing that.
- By cutting in-house resource, you lose decades of knowledge and understanding of a city's neighbourhoods, habitats and places. The alternative is to pay more to buy in skills from external providers with less knowledge and understanding.

Statement: CS16.15

Cabinet – 6 DECEMBER 2022

Re: Agenda item 16 - Economy of Place - Implementation of the Corporate Strategy

Statement submitted by: Nick Sargent, Oakfield Residents' Association

Oakfield Residents' Association (ORA) wish to strongly object to the proposal to delete both the City Design and Strategic Transport Teams as a mechanism to meet the councils budgetary constraints. ORA recognises that 'salami slicing' of Departments can lead to less ideal outcomes, but deletion of these 2 key teams would have a negative impact on the City and its future development for many years to come – this is an overtly adverse impact which should not be accepted by Councillors and is not palatable to our residents. The role of these teams in supporting Development Control and to advance the development of quality spaces within Bristol is key for our future, as is the work done on transport, looking for sustainable ways to develop solutions that are best for the city's residents. We urge you to not delete these teams and seek alternative mechanisms to meet your budget constraints.

Statement: CS16.01

Cabinet – 6 DECEMBER 2022

Re: Agenda item 16: Economy of Place - Implementation of the Corporate Strategy

Statement submitted by: Councillor Fitzjohn

We are all aware that the Council's Development Control department is running a huge backlog at the moment – planning applications submitted in August are still yet to be allocated to a planning officer, let alone decided. This is a result of the department being under-resourced, including a council-wide recruitment freeze which has left many vacancies unfilled.

However, I do not agree with this proposed solution – to close two important teams in the Council – City Design and Strategic Transport. These teams perform many important roles, including bidding for national government funding pots to improve transport infrastructure in the city, designing Council-led schemes, and supporting the Development Control department to make sure that planning applications submitted by developers are consistent with the overall aims of the city, e.g. by advising that a planning application should be refused or altered if it would add to congestion or road danger.

Cutting these teams is not a sustainable way of making budget savings. My experience as a ward councillor is that the Council is already stuck in a loop of being mostly reactive rather than proactive on planning and transport measures, which I fear costs the council more in the long-run. These closures would exacerbate this situation, severely affecting the Council's ability to make strategic decisions for the benefit of its population. Please reconsider this proposal.

Statement: CS16.02

Cabinet – 6 DECEMBER 2022

Re: Agenda item 16: Economy of Place - Implementation of the Corporate Strategy

Statement submitted by: Councillor Plowden

Urban Design and Strategic Transport capacity is going to be vital as Bristol heads towards Net Zero and transformational projects for the City such as Western Harbour and Temple Quarter. Bristol is also consulting on its Local Plan which will shape the development of the City for decades to come.

So, it is vital that we have expertise to shape our future City. The two current teams provide invaluable advice, expertise and guidance to planning committees, and play a vital role in shaping the City, generating inward investment and income within their own services and others. Some of these innovative services make a profit and are the envy of other Councils.

Incredibly, the report notes a risk that outsourcing these teams could increase costs and hand the profit-making services straight to private consultancies, who need to be on tap but not on top.

It is right to explore the potential benefits of service restructuring and the balance of responsibilities between Bristol City and WECA, but it is currently not clear what the proposals are, how they will be consulted on, nor who will be involved. We need a clear set of principles, options and risks to be debated in public and in full view of the Committee Model Working Group.

The recent WECA audit reports serious weaknesses in its functioning and recommends that Unitary Authorities work closely with WECA in making decisions; these two teams are the central to this, and retaining at least some of their expertise is going to be essential for the City Council and WECA to work together.

There is a real risk that the current Mayor's refusal to collaborate with a smooth handover of power to the committee system will be detrimental to the long term future of our City and our neighbours.

I call on the Mayor, if he genuinely cares about the future of Bristol, to start to consider how to achieve a managed handover to the new system, ensuring the expertise and capacity is in place for it work well. Otherwise people will be forgiven for being concerned that he is taking a 'scorched earth approach' and gutting the Council of the valuable expertise that supports the City now and in the future.

Statement: CS16.03

Cabinet – 6 DECEMBER 2022

Re: Agenda item 16: Economy of Place – Implementation of the Corporate Strategy

Statement submitted by: Councillor Wilcox

I find it interesting that this administration has suddenly woken up to its responsibilities and commitments it made in 2019 at the end of 2022, just 15 months before the end of its tenure. It could have immediately moved the Strategic Transport Team and City Design Group to the West of England Combined Authority. In time to work and deliver on the Cities Regional Sustainable Transport Settlement and fulfilling these important projects on time and within budget.

Instead, it has chosen to put important changes to Public Transport and Active Travel into stasis. All this has actually done is shown that the current Bristol administration prioritises private car use above all else – the exact opposite of the transport hierarchy it purports to subscribe to. The city has lost a lot of momentum, and the possibility of future funding from the central government will be directly curtailed.

I dispute that this change will affect the council's budget as both the STT and CDG are grant-funded and revenue neutral. Moving the teams to WECA – if they have the capacity and commitment to deliver on all of the functions – will hobble the city's capacity to bring about important changes to how it functions.

The timing of this implementation is very suspect. Bristol City Council, when it transfers to the Committee System, will have no means of implementing its own transport strategy just at the time action is most needed to address climate change and implement radical changes to how people move around the city.

At the weekend, a letter from Michael Gove was leaked imploring councils – not combined authorities – to step up to meeting the National Planning Policy Framework to design beautiful places and to meet government guidance on design such as LTN1/20. To this end, the Department for Levelling UP, Housing and Communities have set up the Office for Place. It would be a retrograde step if the council's own Department of Place could not work with this new office and would indicate, with prejudice, that this administration is not prepared to show strong leadership to support the creation and stewardship of popular healthy, beautiful and sustainable places.

Question: PQ16.01 & PQ16.02

Cabinet – 6 DECEMBER 2022

Re: Agenda item 16 - Economy of Place - Implementation of the Corporate Strategy

Question submitted by: Richard Goldthorpe

For the past two years you have actively commissioned equivalent services from your external 'Strategic Partner' for various projects within your regeneration and housing programmes. This includes urban design, landscape architecture, planning and transport planning services that the in-house resources and skills are able to cover.

Q1. Why do you continue to overlook and undervalue the experience, skills, creativity, local knowledge and adaptability of your in-house design professionals (transport planners, urban designers, landscape architects, planners, arboriculturalists etc.) in favour of arrangements with the external 'Strategic Partner' for delivering projects with the same services?

Q2. From your cost benefit analysis that you will have undertaken to date, how does this outsourcing represent value for money for the city in the medium and longer terms?

Question: PQ16.03 & PQ16.04

Cabinet – 6 DECEMBER 2022

Re: Agenda item 16 - Economy of Place - Implementation of the Corporate Strategy

Question submitted by: David Redgewell

QUESTION 1

Has agreement been researched with the metro mayor Dan Norris and the west of England mayoral combined transport Authority and Bristol city council City mayor on the 2023 / 2024 Transport levy for Regional bus services and public transport services such as metro west railway ferries ect .

Does this now include the public transport and transport staff now being Transferred to the west of England mayoral combined transport Authority.

Question: CQ16.01 & CQ16.02

Cabinet – 6 DECEMBER 2022

Re: Agenda item 16 - Economy of Place - Implementation of the Corporate Strategy

Question submitted by: Councillor Plowden

1. What comparative analysis has been done as to how transport and urban design are strategically planned in other similar councils, including those that are part of a Combined Authority which is not an Integrated Transport Authority?
2. What work has been done to review the capital recharge rate for Transport, Highways and Urban Design staff to ensure it is maximised and continues to be legitimate?

Question: CQ17.01

Cabinet – 6 DECEMBER 2022

Re: Agenda item 17 – Independent and Non-maintained special school placements - block contract

Question submitted by: Councillor Rippington

I am very pleased to see that the Council is making positive moves to secure 30 places for children who present with a range of complex additional learning needs. Provision for such children has always been lagging behind demand in our city, so it is right that we look ahead and ensure we can allocate as many places as possible to these children in future years.

Can the Cabinet Member re-assure me regarding the quality of these Independent placements and how will are able to monitor that to ensure they deliver the standard of education these children deserve?