

Full Council – 13 December 2022

Agenda item 6 b

Public questions



Procedural note:

Questions submitted by members of the public:

- Questions can be about any matter the Council is responsible for or which directly affect the city.
- Members of the public who live and/or have a business in Bristol are entitled to submit up to 2 written questions, and to ask up to 2 supplementary questions. A supplementary question must arise directly out of the original question or the reply.
- Replies to questions will be given verbally by the Mayor (or a Cabinet member where relevant). Written replies will be published within 10 working days following the meeting.



*point of explanation - where a person has asked two questions on the same topic they are on the same line. Where topics are different they have different lines.

Ref No	Name	Title
PQ01	Michael Owen	Councillors and Council Tax
PQ02	John Broomhead	Property Question St Peters Hospice
PQ03	Liv Fortune	Central Library
PQ04	Alison Allan	Citizen Assembly Recommendations
PQ05	Nigel Shipley	City Leap
PQ06	Rick Alden	City Leap
PQ07	Harriet Williams	Climate Emergency Strategy
PQ08	Clive Weston	Cycling and Pedestrian Plan
PQ09	Haydn Gill	Lorry direct vision standard and Metro (un)feasibility
PQ10	Rob Bryher	Bus Services
PQ11	Sarah Cemlyn	Cycling and Pedestrian Plan
PQ12	Claire Gronow	Private Car Journeys
PQ13	Andrea MacKay	Cycling on Gloucester Road
PQ14	Taru Silvonen	Heat Networks
PQ15	Suzanne Audrey	House Building
PQ16	Anne de Verteuil	Footpath Maintenance
PQ17	Isabeau Kenmuir	City Leap Energy Supply
PQ18	Isabeau Kenmuir	Public Transport
PQ19	Greg Cooper	Carbon Emissions
PQ20	Tom Bosanquet	Leaves
PQ21	Tom Bosanquet	Attitudes Towards Cyclists
PQ22	Catherine Whiteman	Cycling Plan
PQ23	Steve Lowis	Cycling Plan
PQ24	Dave Redgewell	WECA Transfer
PQ25	Gaby Solly	Tree Protection
PQ26	Ald Antony Negus	Central Library
PQ27	Ald Antony Negus	Street Lighting in Cotham
PQ28	Dave Mitchell	Climate Emergency



QUESTION PQ 01

Subject: Councillors and Council Tax
Question submitted by: Michael Owen

Since financial year 2017-18 when were checks carried out to show that Bristol City Councillors had incurred no arrears in their Council Tax payments?

Reply:

The Council checks annually in February, in advance of the Full Council Budget Meeting to establish councillors are up to date with their Council Tax payments.

These checks are carried out through the Finance Team.

2. For each of the subsequent financial years after 2017, were any Bristol City Councillors reminded or ordered to keep Council Tax payments up to date.

Reply:

All Councillors are reminded about the need to keep Council Tax payments up to date and these reminders are sent out in advance of the Full Council Budget Meeting by the Democratic Services Team

There have been no councillors who have been in arrears with Council tax and therefore ineligible to vote at any Full Council Budget Meeting in the financial years since 2017.



QUESTION PQ 02

Subject: Property Question St Peters Hospice

Question submitted by: John Broomhead

1) To the Mayor and Craig Cheney (Cabinet member for Finance)

There is an empty shop unit at the top of Jacobs Wells Rd , Berkeley Place (It's the old Bath store) that is owned by Bristol Council.

St Peters Hospice agreed with the landlord (Bristol Council) heads of terms on the 6th June 2022 for St Peters to lease the above empty property. St Peters was keen to progress quickly and open a Furniture store. This agreement would give the Landlord £30,000 a year in rent and associated other income eg Rates plus a great looking store in place of an empty unit.

However the Council found Asbestos in the building and after a long wait got a quote to remove. The quote was in the region of £30,000 ... the Council then decided they needed to get 2 more quotes. This was around 3-4 months ago and as far as we are aware they haven't gone to get these yet. As we were fed up with the delay we then got a quote using their report ourselves and our quote was for approx. £15k plus VAT.

We offered to pay for the Asbestos removal , organise the work ourselves and then hopefully the agreement can be completed. As we have agreed to put a fantastic new shop into an empty unit making it look much better, give this part of Bristol a great furniture store and most importantly pay the council as the landlord £30,000 a year plus rates etc you would think the Council would be keen. Currently 6 months on we are no further forward and have received no further communication from them.

Could the Council confirm what the delay is, what the next steps are and most importantly why is the Council not wanting an annual income of £30,000.

Reply:

- **We agree this has been unacceptably delayed and the mayor's office has checked in with the officers.**
- **The asbestos question has been answered directly by the officers.**
- **We are waiting on an update relating to an additional issue with the site.**



2) I represent St Peters Hospice in Bristol and I am at a loss of what to do. In August we put in planning permission to put in a new shop front on a brand new store we are investing in on Whiteladies Rd. The existing shop front is old, doesn't look great and as an electric sliding door which doesn't work. We are leasing this store from Jan 9th and had agreement with the landlord to change the shop front in advance of us taking the shop.

We are completing renovating the shop unit which will be a real asset to the high street but we can't renovate (new wall / floor / lighting / shop fit) until the shop front has been completed. We can't do the shop front until we have planning permission. We can't financially afford to have this shop and not trade it as we can't afford the rent and associated costs. As of Jan 9th it will cost us more than £5,000 per month and we are investing a significant amount of money into the set up of the store.

Having paid for and processed the planning application we had expected some movement 4 months later. In September we received a letter saying that there was a delay in allocating the case to a planning officer but we haven't heard anything since and despite a couple emails in October and November requesting an update we continue to have heard nothing and are no further forward.

I wondered if you could give any insight into this process as we literally can't afford to be paying £5000 a month with no income coming into the hospice?

Reply:

- **Since this question was raised the matter has been concluded by Development Management.**
- **Austerity and cuts has often talked about in terms of loss of front line services. Front line service are important and that's why we prioritise them.**
- **But austerity also means the loss of back room capacity.**
- **No one campaigns for planning officers and lawyers and it would be worth taking these frustrations into the assessment of our budget – it's the backroom staff that keep the gears of the city well oiled.**



QUESTION PQ 03

Subject: Central Library

Question submitted by: Liv Fortune

Question one: I am aware that many public buildings in Bristol are connected to the underground heat network, is central library connected to it and if not are there any plans to do so? This could help reduce running costs and be a role model for other cities.

Reply:

- **There are currently operational heat networks in the Redcliffe and Old Market areas of the city centre**
- **Bristol Central Library is planned to be included in future phases of network development as part of Bristol City Leap, as referenced in Appendix A (ii) of the Bristol City Leap December Cabinet report.**
- **Bristol Central Library, as well as several other nearby buildings including City Hall, are marked as potential future connections as part of the City Centre heat network.**

Question two: have you specifically and personally invited the prime minister and chancellor of the exchequer to city hall to talk about the financial challenges councils face? Communication solves everything.

Reply:

- **No.**
- **British politics doesn't work like that – you don't just invite the Prime Minister to City Hall and they turn up.**
- **Communication doesn't solve everything. National Government is fully aware of the challenges facing local government.**
- **We continue to take every opportunity to lobby and engage national government at the appropriate time and in the appropriate fora, on all issues affecting local authorities, including local government finance and specific budget pressures like building safety, homelessness, and adult social care.**



QUESTION PQ04

Subject: Citizen Assembly Recommendations

Question submitted by: Alison Allan

Recommendations of the Citizens' Assembly with regard to housing (as stated in the 2022-25 plan)

Recommendation 4: Reduce fragmentation of the different sustainability schemes by creating an independent One Stop Shop that contains trustworthy information, and provides support right through the process.

The council has stated no resources have been identified for a physical exhibition/ demonstration. Currently BCC pays for energy advice services from the Centre for Sustainable Energy for City Council Tenants and for other households - on-line, on the phone and in person.

This is a priority for citizens, and would benefit disadvantaged residents proportionately more than those with high education and high incomes. When will the Council commit to implementing this important recommendation?

Reply:

- **Citizens' assemblies make recommendations but remember it's not a democratically elected body**
- **Bristol City Council has worked with the West of England Combined Authority to provide additional funding for energy efficiency advice this winter and postcards are currently being delivered to every home in the city. This provides advice on simple low cost actions.**
- **We have also worked with the combined authority to procure a contractor to create a Retrofit Accelerator Service. This is intended to "be a one-stop-shop advisory service for homeowners carrying out 'whole house' retrofitting activities on their homes. The service will encourage and support homeowners through the process, from initial thoughts about works, through planning interventions and on to the completion of installations."**
- **This aims to meet the Citizens' Assembly's recommendation.**



QUESTION PQ 05**Subject: City Leap****Question submitted by: Nigel Shipley**

The City Leap initiative is understandably a central part of the new Climate Emergency Action Plan (2022-25). However, the Plan does not clarify how exactly the scheme will operate. For example:

“City Leap will, amongst other things, deliver energy efficiency measures, renewables and decarbonisation projects to the council’s corporate estate reducing our emissions and also delivering energy efficiency and renewable energy measures to the council’s social housing.” (page 9),

“The City Leap Energy Partnership will help deliver significant low carbon energy infrastructure at scale including expanding our heat networks and installing heat pumps” (page 9),

“City Leap Energy Partnership which will be a major contributor to achieving carbon neutrality for our scope 1 and 2 emissions as well as being a contribution to the wider city’s carbon neutrality.” (Page 11),

“Through this public private partnership, we will develop projects to reduce the carbon emissions from our buildings, replace their gas heating systems and generate renewable energy, for example by installing more solar panels” (page 19),

“the City Leap Energy Partnership joint venture ...will deliver low carbon energy infrastructure such as solar PV, heat networks, heat pumps and energy efficiency measures at scale both to Council properties and across the wider city” (page 28).

Please clarify if the City Leap programme is aimed at reducing Council’s emissions or whether it will benefit the wider community?

Reply:

- **The aim is both**
- **Your last line you quote:**
“the City Leap Energy Partnership joint venture ...will deliver low carbon energy infrastructure such as solar PV, heat networks, heat pumps and energy efficiency measures at scale both to Council properties and across the wider city” (page 28).
- **The City Leap Energy Partnership is a twenty-year joint venture between Bristol City Council, Ameresco and Vattenfall Heat UK which will enable the delivery of over £1 billion of private investment into Bristol’s energy system. That’s looking like £600m over the next five years.**
- **Bristol City Leap’s initial focus will be decarbonising the council’s operational buildings to achieve the council’s carbon neutrality target but there will be a**



concurrent effort to roll out decarbonisation programmes for the council’s social housing.

- **This important domestic energy efficiency work will scale up in the first five years expanding to private residential properties, prioritising homes that are most in need of investment.**
- **In addition to the mass infrastructure rollout, we’ve estimated that Bristol City Leap will deliver a minimum of £61.5m of social value to the city over the next five years including over 1,000 new jobs, apprenticeships and work placements and a new Community Energy Development Fund worth £1.5m. Bristol City Leap will also ensure that City Leap Energy Partnership staff, and any sub-contractors within the supply chain, are paid at least the Real Living Wage.**
- **We’ve always said you cannot decarbonise the city as the council alone – we need the entire city to work with us. That’s the whole approach of the One City climate strategy, it’s a One City strategy, not a council strategy.**

Please also clarify what actual projects are planned.

Reply:

- **Bristol City Leap has published a summary of its initial five year business plan which covers details on the projects planned up until 2028:
<https://www.bristolcityleap.co.uk/about/>**

It sets out that we will identify opportunities for large scale renewable generation in both the private and public sectors to replace the use of high carbon-based power generation with carbon free renewable sources such as wind and solar. We’ll look at this across

- **Our operational estate,**
- **social housing,**
- **private housing,**
- **education**
- **and Heat Network**



QUESTION PQ06**Subject: City Leap****Question submitted by: Rick Alden**

After four years in the making, it is great to see the City Leap deal landing, even if the investment amount is less than half of the £1 billion envisaged. The new Climate Emergency Action Plan (2022-25) notes that the initial investment will be over a five year period and will result in a reduction of about 140,000 tonnes of carbon in the first five years of operation, i.e. by 2028. This is about 10% of Bristol's current annual emissions (NAEI figures 2020 are 1475.5 kt CO₂eq).

How confident are you that the remaining 90% reduction can be achieved by 2030?

Reply:

- Yours is a misunderstanding of City Leap – we're talking about £600m over the first five years and a billion pounds over 20.
- We are meeting our targets as a Council, but we've been clear it is more than a city council victory, it's a city systems approach
- It costs £14billion to decarbonise Bristol - including decarbonisation of transport with a low carbon mass transit system. That's essential if we are to hit our city targets. Transport is one of our biggest emitters. Without a mass transit system we will fail.
- The challenge is that our Government, and others, are failing to deliver the scale and pace of change that is needed and that is why we have to attend COP.
- We've been doing our own work irrespective of national government
 - 3Ci has over £200billion of investable propositions for city decarbonisation across UKs biggest cities
 - I am chairing Core Cities and they're signing up to King Charles' Terra Carta and we are working with the sustainable markets initiative.
- Look at my TED talk to see the arguments we've been making to national and international audiences. [Marvin Rees: How is your city tackling the climate crisis? | TED Talk](#)
- With the money, I'd be much more confident of success so will continue to push.
- What I am confident of is that Bristol City Council is playing its part and with ambitious initiatives like City Leap, the current investment in low carbon transport and Mass Transit we stand the best possible chance of rapidly reducing emissions.



What are the other main measures that will achieve this? Can a plan be shared?

Reply:

- **City Leap isn't just bringing finance, it is also bringing expertise in generation, storage, distribution, smart usage & efficiency; and community engagement**
- **The One City Climate Strategy sets out the measures that are needed to decarbonise the city, and the Council has published a new Action Plan last month which sets out our current contribution to it.**
- **The Strategy identified that we need about £9bn of investment and we are seeing this start with City Leap and investment in sustainable transport. However, there we need much more investment from Government and the private sector. During 2023 we will be working with partners to develop a Bristol Climate Investment Plan to help secure further investment.**



QUESTION PQ07**Subject: Climate Emergency Strategy****Question submitted by: Harriet Williams**

1. Traffic congestion is a blight on the whole city. It poisons the air, causes delays and all the associated stress and saps economic productivity. Moreover many journeys currently being made by car could be made on foot, cycle or by public transport - however, high volumes of car traffic actively deter the use of alternative modes, by raising the safety risks associated with walking and cycling, and contributing to the unreliability of public transport. I believe there are many young families, like my own, who would welcome a cityscape less fraught with hazard, and with more room for people and less for private cars. Does Bristol City Council intend to reduce the number of private car journeys as part of its climate strategy (this relates closely to community health and well-being as well)? Does the Council accept that tougher policy measures, like congestion charges and restrictions on parking, are likely to be required in order to achieve a meaningful reduction in car use? And has the Council considered case studies of other cities in which such measures have worked and grown popular with citizens over time, even on occasions where they were initially resisted?

Reply:

- **We've introduced the Clean Air Zone in the face of opposition and with an absence of support from the elected chamber as we negotiated a support package to help people with the transition.**
- **Do we believe an environment without cars is a more pleasant and safer – yes. But its also true that people and businesses need cars. We don't agree with an approach that is entirely punitive. You need to create viable alternatives – one that is affordable, reliable, safe and accessible as part of a transformation of our city region transport offer.**
- **If you're serious about reducing car ownership, you've got to get behind the mass transit system. The only way we will transform the way people move around the city is through a mass transit system. If politicians are serious about driving active travel and safer streets and reducing the reliance on the private car then the mass transit system is the one transformative change that needs to happen.**
- **You also need to get involved in the conversation around housing, because the kind of homes we build, and where we build them, will shape our transport habits – and either build in car dependency, or build communities in places where active travel is possible.**



- **It is why we stress the need to meet the needs of our growing population through building at higher density on brownfield sites such as Baltic Wharf, Mead Street, Western Harbour**

2. The Climate Emergency Action Plan mentions the 'Bristol Climate Ask' initiative whereby businesses and other organisations declare a net zero by 2030 ambition. Can the Council provide data on the number of organisations signing up, and on how these break down by geography (/ area of the city) and sector? Also has any qualitative analysis been conducted on the quality and credibility of signatories' net zero plans, and if so can this be shared?

Reply:

- **Eighty Bristol businesses and organisations have signed up to the Bristol Climate Ask.**
- **We don't have the capacity to track and measure the plans of 80 organisations.**
- **What we can do – which is what we've done through the one city approach – is use our convening power to get the city to agree a shared goal and then point us all in that direction.**
- **The issue of finance – it costs businesses to transition. Small businesses in particular. We need to support them to change vehicles, insulate we need to find a way to support them to do that.**
 - **Its one of the reasons we worked so hard on the mitigation package for the clean air zone**
- **There is no specific analysis of the geographical or sector distribution of those that have signed up. There are however a wide range of organisations represented from national businesses with a presence in Bristol, large public sector organisations, manufacturing companies, distributors, professional services, consultancies and smaller businesses including local shops, an undertaker and a pizza parlour.**
- **The ambition of the ask is to encourage every Bristol business and organisation to declare their support for the city's 2030 Net Zero ambition, to publish their plans and to take steps to reduce emissions. The focus of this work is in reaching as many businesses as possible, using the limited resources available, and a qualitative analysis on signatories' net zero plans has not been done.**
- **Bristol City Council would encourage every Bristol businesses to sign the ask - <https://www.bristolonecity.com/climate-ask/>, and for every Bristol citizens to encourage their employers to do so. Businesses with a 2030 ambition and a plan are also encouraged to join the Climate Leaders Group - <https://bristolgreencapital.org/projects/climate-leaders-group/>**



QUESTION PQ08

Subject: Cycling and Pedestrian Plan

Question submitted by: Clive Weston

The new Climate emergency Action Plan says “We are in the process of creating more segregated walking and cycling routes through the city centre”.

When can we expect to see a comprehensive cycling and pedestrian plan for Bristol, over and above the WECA plan, that shows how we will get to the to the 51% of journeys by active travel recommended by University of Bristol report?

(<https://www.bristol.ac.uk/media-library/sites/cabot-institute-2018/documents/modal-share-for-sustainable-transport-report.pdf>)

Reply:

- **The only way we will transform the way people move around the city is through a mass transit system. If politicians are serious about driving active travel and safer streets, and reducing the reliance on the private car then the mass transit system is the one transformative change that needs to happen.**
- **To deliver more segregated walking and cycling routes we need to reduce on reliance on the private car and the mass transit system is the only vehicle to offer a genuine alternative to many people.**
- **The Local Cycling and Walking Infrastructure Plan (LCWIP) sets out the regional priorities for investment in safe walking and cycling routes. This is not necessarily the only infrastructure we will seek to deliver but it sets out the routes we will prioritise. We have recently secured funding from Active Travel England for a comprehensive scheme along Park Row and Upper Maudlin St, as well as for Cotham Hill and Old Market.**
- **We are progressing East Bristol Liveable Neighbourhood, our first scheme of this type and ensuring that we get local people invested in the project and that all views are represented.**
- **These plans and associated proposals set out our current thinking and will be updated as further funding becomes available to deliver walking and cycling infrastructure. As with anything we need funding from central government to deliver against our priorities.**



QUESTION PQ09**Subject: Lorry direct vision standard and Metro (un)feasibility****Question submitted by: Haydn Gill**

Between 2018 and 2020, lorries in London accounted for 3% of miles driven yet were involved in 40% of fatal collisions involving people cycling and 19% involving people walking.

In 2019, the Mayor of London, Sadiq Khan, introduced the Direct Vision Standard. This measures how much a lorry driver can see directly through their cab windows and sets minimum requirements enforced through fines and permits. This reduces the level of risk to people walking and cycling.

By 2021, the number of serious injuries involving lorries in London fell by three quarters. If Bristol fails to introduce a direct vision standard, haulage companies will base non-compliant vehicles outside of London and towards Bristol and other UK cities.

Q1: Will the Bristol Mayor follow the Mayor of London in introducing a Direct Vision Standard for lorries entering Bristol?

Reply

- **The direct vision standard is an interesting approach to road safety and something we will consider as part of our safer systems approach to road safety.**
- **Officers will report to me by the end of January**
- **We are in the process of getting more information from the mayor of London's office**
- **We need to confirm what powers they are using to execute a permit system like this and how they define and implement**

The metro feasibility study states “all of the base underground and overground options have a poor to low value for money”. Estimated capital costs are nearly £7bn. There will be a funding gap of at least £3.5bn which cannot be raised locally. This funding gap is with council tax precepts, business rate increase and a £1.1bn loan for future generations to pay.

In 2019, the Welsh Government cancelled the planned M4 relief road, with capital costs of £1.6 billion, on cost and environmental grounds. If our neighbouring country of 3 million residents is struggling with capital costs, so will Bristol.

The study suggests 3,413 new homes will be sited along all four corridors, out of a planned 8,000 homes. Less than half of new homes will benefit from the metro.

The peak demand of the metro would be less than 2,000 people per hour, equivalent to a bog standard bus every three minutes, entirely possible on Bristol's roads with continuous bus lane provision. This is also a tenth of the capacity of the Bristol to Bath cycle path.



If an underground option must be chosen, an underground bus was deemed the best option. The best overall option was for an overground bus between Temple Meads and the A4 Park & Ride. Truly transformational.

Q2: Apart from Brockway, Ogedenville and North Haverbrook in the US, can the Mayor name a city with a successful underground bus system?

Reply:

- **Firstly, Brockway, Ogedenville and North Haverbrook have the overground Monorail system.**
- **I will also name a city that is clogged up due to the absence of a mass transit system: Bristol**
- **Transport here is no joke – it needs investment if it is to deal with the growth in population**
- **The only way we will transform the way people move around the city is through a mass transit system. If politicians are serious about driving active travel and safer streets and reducing the reliance on the private car, then the mass transit system is the one transformative change that needs to happen.**
- **The geological report is completed, the economic report is completed and what we've learned already is that we need a mix of overground and underground segregated routes.**
- **A further £15 million is due to be invested and each phase will test the thinking and narrow down options to the best solution.**
- **We are not afraid of being ground-breaking. The biggest risk to the mass transit system is lack of ambition.**



QUESTION PQ10

Subject: Bus Services

Question submitted by: Rob Bryher

The Mayor's 2021 manifesto included the commitment to "double the frequency and improve the reliability of existing bus journeys through the Bus Deal, increase the number of bus routes and protect existing community services." In the current context, this seems like a very difficult proposition.

How likely are we to see these commitments come to fruition?

Reply:

Circumstances change and you have to deal with the world you're in. That is why I've recently called for a review of alternative options.

The WESTACT campaign is calling on Bristol's Mayor and Councillors to work with WECA and other group leaders to provide a franchised bus service in the West of England. Bus Franchising requires WECA to suspend the deregulated bus market and provide a bus service under contract from WECA.

Leaving aside that this overall decision rests at the WECA level, how are you currently supporting the campaign to franchise bus services in the region?

Reply:

**Franchising is not a silver bullet.
Labour's position is more radical and calls for public ownership**



QUESTION PQ11

Subject: Cycling and Pedestrian Plan

Question submitted by: Sarah Cemlyn

The new Climate emergency Action Plan says “We are in the process of creating more segregated walking and cycling routes through the city centre”. When can we expect to see a comprehensive cycling and pedestrian plan for Bristol that shows how we will get to the to the 51% of journeys by active travel recommended by University of Bristol report?

(<https://www.bristol.ac.uk/media-library/sites/cabot-institute-2018/documents/modal-share-for-sustainable-transport-report.pdf>).

Reply:

- **The only way we will transform the way people move around the city is through a mass transit system. If politicians are serious about driving active travel and safer streets, and reducing the reliance on the private car then the mass transit system is the one transformative change that needs to happen.**
- **The Local Cycling and Walking Infrastructure Plan sets out the regional priorities for investment in safe walking and cycling routes. This is not necessarily the only infrastructure we will seek to deliver but it sets out the routes we will prioritise. We have recently secured funding from Active Travel England for a comprehensive scheme along Park Row and Upper Maudlin St, as well as for Cotham Hill and Old Market.**
- **We are progressing East Bristol Liveable Neighbourhood, our first scheme of this type and ensuring that we get local people invested in the project and that all views are represented.**
- **These plans and associated proposals set out our current thinking and will be updated as further funding becomes available to deliver walking and cycling infrastructure. As with anything we need funding from central government to deliver against our priorities**

And why has the cycle lane alongside Horfield Common on Gloucester Road been allowed to erode until it is no longer clear it is a cycle lane?

Reply:

We have hundreds of miles of road network to maintain, 75 miles of cycle network and budgets are stretched.

We have a schedule of maintenance informed by asset management policies. I've asked Officers to inspect this stretch and assess the condition before allocating repainting as appropriate. It is on our rolling programme for future works and the team is working



hard to allocate jobs to our contractor, all required works are prioritised and carried out as resource and budget allows.

**As well as cycling and walking, we have to think about all road safety, disabled access
And to think about future city design and it would be good to get your support for
future developments such as Western Harbour**



QUESTION PQ12**Subject: Private Car Journeys****Question submitted by: Claire Gronow**

This report: <https://www.bristol.ac.uk/media-library/sites/cabot-institute-2018/documents/modal-share-for-sustainable-transport-report.pdf> by University of Bristol postgraduate students and the 2019 report on Bristol's pathway to net zero (Centre for Alternative Technologies, Ricardo and Eunomia) both indicate that the scale of reduction in private car journeys that is required to reach carbon neutrality in the transport sector cannot be achieved without hard policy measures such as congestion charges, increased parking changes, workplace parking levy and restrictions on parking spaces.

Bristol's 2019 Local Transport strategy also identifies these measures as key success factors in case studies of leading cities (Page 15), as does the Centre for Cities (<https://www.centreforcities.org/net-zero/#transport>).

What target has Bristol City Council set for private car journeys by 2030?

Reply:

- **The Joint Local Transport Plan 4 sets out our regional priorities for transport investment. The JLTP 4 sets a target of reducing private car mode share to 45% from 59% by 2036**
- **We can only achieve this if we deliver against our mass transit plan**
- **The only way we will transform the way people move around the city is through a mass transit system. If politicians are serious about driving active travel and safer streets, and reducing the reliance on the private car then the mass transit system is the one transformative change that needs to happen.**
- **It also acknowledges that a far greater mode shift will be required if we are to achieve climate targets by 2030.**
- **Homes, and where we build them will determine the carbon price the planet pays for population growth**
- **So new communities must have access to public and active travel routes.**

What measures are proposed to achieve this?

- **We must deliver the mass transit system.**
- **The ecological report, the economic report is done. It is for the elected metro mayor and the people who will be elected to this chamber in 2024 to get it done**
- **A further £15 million will be allocated this year from WECA for the next phase.**
- **We have proposals set out that will be delivered through the City Region Sustainable Transport Settlement and other funding sources but more funding is needed to help us deliver the infrastructure we need to achieve our target**



QUESTION PQ13**Subject: Cycling on Gloucester Road****Question submitted by: Andrea MacKay**

Four years ago, I was delighted to hear that the City Council had declared a Climate Emergency. As their press briefings indicated, I thought that a major part of their strategy would be a renewed effort to boost all types of active travel, especially cycling and walking which have no carbon emissions or noise or air pollution of any kind.

Disillusioned by the lack of any improvements over 2 years later, to one of my main cycling routes, down Gloucester Road through Stokes Croft into the centre, I submitted a question to this council in June 2021. I pointed out the lack of a protected, separate cycle lane, the lack of clear markings for the cycle boxes at traffic lights, and the poor quality of the road surface, explaining how insecure this made me feel as a rider. The answer that the council gave me was that they were aware that Gloucester Rd 'remains a gap in the cycle network' which 'needs to be addressed in a future Cycling Infrastructure Plan' and that work would 'be carried out to identify future options'.

Last week I cycled down Gloucester Road into town, and thought about how my ride had changed, 18 months later, and the sad answer was that it has only become worse for cyclists. There are now almost no visible bike lane markings left on the road, so that cars stop where they wish along the road; the road surface is still incredibly rutted and uneven, making for dangerous cycling; and at traffic lights, there are Voi scooters as well as motorbikes taking advantage of this space, and out-maneuvring cyclists. There has been one improvement - the addition of extra 'bike-friendly traffic lights at Ashley Road, but this hardly outweighs all the other factors which still make cycling on this road unpleasant and dangerous.

I am a law-abiding careful cyclist who is 65 and I am hoping to live to get my pension in May next year. Can the council give me any hope that part of my birthday present next May will be an improvement in Cycling conditions on the Gloucester/ Cheltenham roads, or even by my 70th birthday in 2027, and if so, what form will these improvements take?

Reply:

- **This is not the easiest road to create segregated cycling routes.**
- **In the longer term the only way we will transform the way people move around the city is through a mass transit system that will include underground below Cheltenham and Gloucester roads. This will allow us to take journeys off the road surface, meaning cyclists will share with fewer cars.**
- **There are businesses on Gloucester road need access**
- **If politicians are serious about driving active travel and safer streets and reducing the reliance on the private car then the mass transit system is the one transformative change that needs to happen. The only thing that will stop it is the lack of ambition shown in this chamber and beyond.**



- **The Local Cycling and Walking Infrastructure Plan sets out the regional priorities for investment in safe walking and cycling routes. This is not necessarily the only infrastructure we will seek to deliver but it sets out the routes we will prioritise. We have recently secured funding from Active Travel England for a comprehensive scheme along Park Row and Upper Maudlin St, as well as for Cotham Hill and Old Market.**
- **We are progressing East Bristol Liveable Neighbourhood, our first scheme of this type and ensuring that we get local people invested in the project and that all views are represented.**
- **These plans and associated proposals set out our current thinking and will be updated as further funding becomes available to deliver walking and cycling infrastructure. As with anything we need funding from central government to deliver against our priorities**



QUESTION PQ14

Subject: Heat Networks

Question submitted by: Taru Silvonen

So far some 1,200 homes have been connected to heat networks in the Redcliffe area. BCC has made a commitment in the Climate Emergency Action Plan 2022-25 to provide low carbon heating to 400 new homes.

What is the strategy for the remainder of Bristol homes and what support will be provided to decarbonise domestic heating?

Reply:

- **We're looking at the efficiency of our housing stock so that they require less energy, but specifically:**
- **The reference in the Climate Emergency Action Plan to 400 homes refers to the homes which the council is building on various sites which will have low carbon heat pumps not to district heating.**
- **The One City Climate Strategy sets out the approach to decarbonise home heating through district heating and individual heat pumps. We are developing more plans to help decarbonise the city's homes. This includes key actions:**
- **Decarbonise the Council's c27,000 social housing properties across the City, working with Bristol City Leap.**
- **Through Bristol City Leap continue the good work of the council in building out the Bristol heat network in the central area of the City where the high concentration of heat demand makes a heat network the most cost-effective solution to the decarbonisation of heat.**
- **Develop initiatives with partners to help develop the local supply chain, which will be encouraged by City Leap.**
- **Ensure that new buildings are low and zero carbon, and we have just published a new draft local plan setting out standards for zero carbon buildings.**
- **Continue to ask Government to put in place the right legislation, policies and investment to enable private home owners and landlords to decarbonise their homes.**



QUESTION PQ15**Subject: House Building****Question submitted by: Suzanne Audrey**

I am concerned that current policies towards development in Bristol are not addressing the city's need for affordable housing. The statement I have submitted reproduces extracts from an article by Isaac Rose in Tribune 25.11.2022. He argues: “the empowerment of an organised and powerful class of property developers, investors and their allied industries alters the balance of power in a city, making them difficult to stop or control. Politicians and policymakers may think they can, like Faust, cut a deal with the monster, cash in on the investment and get what they want out of it. They fail to foresee that they may one day lose control... Many of the social problems in the city today have their roots in Whitehall. But to overemphasise this fact is to ignore the very real choices taken by the city leadership itself.

Following the announcement that 2,563 new homes were completed in 2021/22, please provide a breakdown including the numbers for: student accommodation; the total ‘affordable’ homes; and the totals for each different ‘affordable’ category including how many are for social rent.

Reply:

- **You’re right to acknowledge the great – and under-reported – news that we’ve delivered on our ambitious manifesto target to get Bristol building 2,000 new homes – exceeding it by over 25%. This is essential in our growing city, which last year’s Census found had increased by over 10% in a decade, and which is set to grow to 550,000 people by the middle of this century.**
- **All these figures are available in the Residential Development Survey 2022 – available via bit.ly/bristol2563**
- **2,563 new homes were built in Bristol in the year to April 2022 – almost 1,000 more than were built in our city last year, as we continued to recover from the impact of Brexit and the pandemic. This means that, since 2016/17, we have built almost 11,000 new homes. And there were another 3,500 new homes under construction as of 1 April this year, meaning there are many more to come.**
- **90% of the 2,563 new homes built last year built on previously developed land – demonstrating our commitment to prioritising building in and up, not sprawling out, in our city of just 42 square miles and in the face of a housing crisis and climate and ecological emergencies.**
- **371 of these 2,563 new homes were student units – meaning we still exceeded our ambitious target without them. But, in a growing city with growing universities, it’s important to both build and include these units, otherwise we will only see more pressure on existing housing stock and private rents through HMOs.**



- Of the 2,563 new homes built last year, 474 were new affordable homes – the highest figure in 12 years.

Of these 474 new affordable homes built last year:

Year	RP Delivery & other general needs					HRA delivery		Supported Housing	Total Affordable Housing
	Total rent	Social Rent	Affordable Rent	Discount Market Rent	Shared Ownership	Social Rent	Shared Ownership	Rent	
2021/22	242	106	132	4	148	52	0	32	474

You have spoken about the benefit to a family of moving out of a tower block and into a new home. What do you think are the main problems for families with children living in residential tower blocks?

Reply:

- In an ideal world children would have access to gardens and space. But children in tower blocks live in a world where there is not enough housing.
- They're also facing the same problems as children all around our city, and around our country, in the middle of a worsening national cost of living crisis. Over the Christmas school holidays, through Your Holiday Hub, we're working with organisations around our city to again offer free holiday activities and food. Visit: yourholidayhubbristol.co.uk for more information.
- Eligible families will also receive free school meal vouchers through their schools. This is also another opportunity to promote our more than 80 warm, Welcoming Spaces, which have opened across Bristol as part of our One City approach. Visit bristol.gov.uk/costofliving for more information.



QUESTION PQ16**Subject: Footpath Maintenance****Question submitted by: Anne de Verteuil**

"Various documents mention the need for making Bristol more resilient to the effects of climate change. However, none of them seem to address immediate problems such as flooding of footpaths and underpasses after heavy rain (for example, the underpasses on the M32 at Eastville and St Pauls and the Laurence Hill roundabout are frequently impassable).

Also, potholes seem to be opening up on roads and footpaths due to heavy rain undermining the road/path surfaces.

What actions is planned to address these issues?

Reply:

- **You need to report where potholes are opening up that aren't being addressed and we will address them**

When can we expect to have reliable access restored to underpasses and other footpaths?

Reply:

- **Subways at Lawrence Hill and Lower Ashley Road had a deep cleanse on Friday 2nd December. Further investigation is being arranged and will be carried out either before or just after the Christmas period, which will then inform what further works are required. Works will be arranged soon after, or next financial year based on available budget.**
- **We carry out annual preventative maintenance programmes for both carriageways and footways. Sites are determined by survey and prioritised based on condition and usage. Preventative techniques include slurry seal for footpaths, surface dressing and micro asphalt for carriageways. Preventative maintenance offers an economical means of prolonging the life of bituminous surfaces, with a lower environmental impact when compared to resurfacing works.**
- **But this is a challenge which comes with high numbers of street trees – it's exactly the challenged faced on Whiteladies Road where the street trees have caused a consistent drainage problems which we're looking to put right.**
- **Since starting the new contract, the new drainage contractor has carried out a cleanse of the gullies on the main road network and captured asset information informing us whether drains are free flowing. That information is used to create future work programmes, where physical repair of gullies and pipework is required.**



- **We are doing the same with the subways. We are aware of issues with certain subways and have already carried out substantial repair at the Hartcliffe Way Roundabout. Underpasses are an outdated design and we're trying to replace with at grade crossings where possible. Of course this comes with the challenge of sharing road-space between cyclists and pedestrians with vehicles.**



QUESTION PQ17

Subject: City Leap Energy Supply

Question submitted by: Isabeau Kenmuir

Can you please explain clearly how Bristol City Council will help citizens gain access to a clean, affordable energy supply to their homes?

Reply:

- **The energy system in the UK is a national one and overall responsibility lies with national government and the privately owned utility companies.**
- **However, the city council is working hard, within its powers and resources, to help in the following ways:**
 - **Ensuring that council homes are energy efficient and over 70% of council homes are already in Bands A-C of the energy classification scheme – compared to 35% across the city as a whole.**
 - **Working with partners such as the combined authority to develop initiatives to help private householders to make their homes more energy efficient.**
 - **Through Bristol City Leap developing low and zero carbon district heating to supply homes in the denser areas of the city with heat that's clean and affordable.**
 - **Working with community groups, such as Ambition Lawrence Weston, to develop community owned renewable energy projects.**
 - **Developing new innovative solutions to help reduce the costs of energy efficiency and the supply of clean renewable energy.**



QUESTION PQ18

Subject: Public Transport

Question submitted by: Isabeau Kenmuir

Can you also please explain what the council's plans are for better public transport. We have seen several bus routes disappear and as a frequent user I often have to deal with late/cancelled buses.

Reply:

- **The only way we will transform the way people move around the city is through a mass transit system. If politicians are serious about driving active travel and safer streets, and reducing the reliance on the private car then the mass transit system is the one transformative change that needs to happen.**
- **We are not responsible for private public transport including buses. For buses, this rests with the providers after the services were deregulated in 1985.**
- **Any further responsibility rests with the metro mayor and the Combined Authority and I have called for a review to look at alternative options, including franchising.**



QUESTION PQ19

Subject: Carbon Emissions

Question submitted by: Greg Cooper

In 2019 Regen published a report for the council which laid out Carbon emissions baselines and a gap analysis for three different policy scenarios:

Committed

Target 2050

Net Zero Carbon by 2030

<https://www.bristol.gov.uk/files/documents/795-bristol-baseline-report-april-2019/file>

- a. Can you tell me how the Council is performing against these specific benchmarks?
- b. How exactly does the Council plan to raise additional funding that will be required to support the level of climate change initiatives required to meet its ambitious targets?

Replies:

- Firstly, the emissions of the whole city are not the responsibility of the council nor is their reduction solely a result of the council's action. For example, in the "committed" scenario you refer to the policies and action of central government were a key part. So the total emissions are not a measure of the council's performance but the country's and city's collective performance.
- To reflect this collective responsibility in 2020 the City Council worked with partners in the One City Boards to adopt the One City Climate Strategy. Unfortunately, the latest year of the national data is 2020 and so its not possible to use it to assess the progress against that strategy and of course is affected by the pandemic.
- The City Council has made significant reductions in our direct emissions in recent years and they are now about 50% of what they were in 2016 when I came into office.
- Our new Climate Emergency Action Plan (Nov.2022) describes over 50 things we are doing to help reduce the council's and city's emissions. This includes working to help secure government investment in transport and the decarbonisation of housing. During 2023 we will be working with partners to develop a Bristol Climate Investment Plan to help secure further investment.



QUESTION PQ20**Subject: Leaves****Question submitted by: Tom Bosanquet**

One of the wonders of Autumn is leaves falling from trees. However, if not promptly swept up they cause some issues which particularly affect pedestrians & those not in motor vehicles – pavements become slippery, drains become blocked and localised flooding occurs. In the last few weeks we saw this all over the city – again seeming to reiterate the issues I highlighted last time about pedestrians often getting a bum deal. On my local work road, myself & others took to unblocking drains with broom handles – wondering all along when the council would be undertaking the necessary task of clearing up the leaves & unblocking the drains. It seems, however, that such basic maintenance now doesn't happen unless residents report it via Fix My Street – I see this as topsy turvy & short sighted (while, of course, understanding limited budgets from dire central funding), an instance where you are being reactive rather than proactive. You KNOW this will happen every year and you KNOW that issues will occur if you don't act, and yet you often don't seem to act! Once I reported the issues on Fix My Street, Bristol Waste came pretty promptly and did a great job clearing up, though the drains remain clogged. All kudos to them, little kudos to the system behind them!

Now, you might see this as a minor issue that was sorted relatively easily, but I strongly believe (no pun intended) that it highlights some of the rot within your administration's ways of running the city. Do not read this as being focused on just this one location and do not take it to be purely about leaves – the spirit of it is that there is a feeling that you are short changing everyone by letting issues go unchecked. (underpass flooding, pavement parking, wood burning stoves, etc – just to pick up a handful of similar). On top of this Bristol Labour seem to deflect criticism, shifting blame to central funding (which obviously has many grains of truth) or perhaps on to political opponents – such puerile attitudes really just highlight your own weaknesses. Leadership should lead on raising the quality of political discourse!

So, finally the question - why is it left to members of the public to chase up basic maintenance issues?

Reply:

- **The council does not have the funds to sweep up, clean up and clear leaves on an ongoing basis. We want to protect our street trees and have done so but they come with costs and risks.**
- **Our street cleansing contractor has a list of known hot spot areas for leaf fall**
- **They monitor these locations during autumn to judge when is best to complete a sweep of the area.**
- **These locations are distributed widely across Bristol and it can be difficult to physically visit each area frequently.**



- **Leaf fall is unpredictable with the quantity of leaves that fall varying depending on the growing season. Sudden changes in weather can also produce fallen leaves at any time during the autumn period.**
- **The contractor may have to return to the same location many times during leaf fall.**
- **Along with leaf fall season, basic maintenance issues on the streets can also be difficult to predict and so with limited resources we provide a service efficiently by having helpful engaged residents who report street issues directly on our website. You can do so on [**Report a street issue \(bristol.gov.uk\)**](http://Report a street issue (bristol.gov.uk))**



QUESTION PQ21**Subject: Attitude Towards Cyclists****Question submitted by: Tom Bosanquet**

I was pretty disappointed by Mayor Rees' response to the Bristol Cycling Campaign petition – the blog post, hardly an adequate formal response, evaded the main request for an updated Cycle Delivery Plan – but it wasn't as divisive and counter-factual as recent statements from Cllr Breckles.

His statement that “I've become wary of cyclists in shared spaces because I have had to get out of the way of cyclists who are oblivious to my existence as a person far too often” brings two main thoughts. Firstly that the term 'cyclist' could very aptly be replaced by the term 'motorist' (look at the stats – motor vehicles are the clear & present danger), but also that the statement, perhaps unintentionally, highlights how the continued use of shared spaces only breeds conflict between the two groups who, as Mayor Rees says, are meant to be prioritised in the transport hierarchy.

Of course, there are some areas of sense within his statements – that he has 'no issue with responsible cyclists', though the rest of his comments seem to show a strong belief that cyclists “are often the biggest threat to pedestrians”. As the West Midlands Cycling & Walking Commissioner, Adam Tranter, recently said “We should stop trying to define people by the modes of transport they use.”

Will you clarify the position of Bristol Labour around shared road & pavement space, and condemn his statements?

Reply:

- **You are right to highlight that our transport hierarchy prioritises cyclists and pedestrians over other methods of transportation.**
- **Expanding Bristol's active travel network requires a mix of both shared and segregated space for cyclists. We support and have funded segregated infrastructure, but space and cost limitations mean shared space is also needed.**
- **Councillor Breckels, as with all councillors, is first and foremost a representative of his ward and is entitled to express his views as he sees fit.**



QUESTION PQ22**Subject: Cycling Plan****Question submitted by: Catherine Whiteman**

Clearly, making cycling safer, simpler, more accessible and convenient is crucial to getting transport emissions to carbon neutral by 2030. What is the current plan for cycling, is it the Bristol City Council Transport Strategy 2019 or the West of England Local Cycling and Walking Infrastructure plan?

Reply:

- **The Local Cycling and Walking Infrastructure Plan sets out the regional priorities for investment in safe walking and cycling routes. This is not necessarily the only infrastructure we will seek to deliver but it sets out the routes we will prioritise.**
- **We have recently secured funding from Active Travel England for a comprehensive scheme along Park Row and Upper Maudlin St, as well as for Cotham Hill and Old Market.**

And if cycling does take priority over cars, what was the reasoning behind the recent upgrade of the Cheltenham Road/Ashley Road intersection that does not seem to make any provision for cyclists?

Reply:

- **The recent upgrade to the signalised junction at Cheltenham Road was a maintenance refurbishment scheme. The signals were over 25 years old and in need of replacement.**
- **Maintenance works usually only make minor changes and any major changes to junctions usually need to be part of a wider strategic corridor improvement scheme. In terms of this specific location, the footway was widened to improve pedestrian safety but there wasn't room to create a safe cycle lane and retain the left turn lane for Ashley Road.**
- **Removing the left traffic lane would have had a detrimental impact on the capacity of the junction meaning queues could have extended back to block the Arley Hill junction.**
- **If traffic couldn't get through that junction, it would then tailback further outbound thus blocking access to the bus lanes. This would have a serious impact on public transport along the corridor and compromise cycle safety.**



QUESTION PQ23

Subject: Cycling Plan

Question submitted by: Stephen Lewis

I have been knocked off my bike on six occasions whilst living in Bristol, each because of careless, inconsiderate or dangerous drivers. On three occasions, I was knocked off deliberately, when vehicles either drove into a cycle lane immediately ahead of me (a bus), or hit me from behind whilst waiting in the box at a red light (twice by private vehicles).

All of these were in the Gloucester Road, between the Arches and the centre of town.

I see no plan for improving safety along this section. I would be grateful to know what plans are in place, and if not, might humbly suggest that there should be.

Reply:

- **We hope you have reported these incidents to the Avon & Somerset Police.**
- **The Local Cycling and Walking Infrastructure Plan sets out the regional priorities for investment in safe walking and cycling routes. This is not necessarily the only infrastructure we will seek to deliver but it sets out the routes we will prioritise. We have recently secured funding from Active Travel England for a comprehensive scheme along Park Row and Upper Maudlin St, as well as for Cotham Hill and Old Market.**



QUESTION PQ24

Subject: WECA Transfer

Question submitted by: David Redgewell

Questions 1

We very much welcome the Transfer of the public transport and Transport team to the west of England mayoral combined transport Authority as per the Act of Parliament With powers in the 2017 Transport act.

Will mayor Rees work with Mayor Dan Norris to make sure some of the Extra staff can be used to help improve bus Network planning across the combined Authority and North Somerset council bus service improvements plan area.

So we do get part of the city region such as Brislington to city centre On route 36 with no bus service. Or services 5 From Bristol city centre to st Pauls st werburgs Eastville park Stapleton Broomhill Fishponds oldbury court Downend with no service to Stapleton, Broomhill and parts of Fishponds.

Y3/ 4 Bristol city centre to Eastville park Stapleton, Frenchay winterbourne Frampton cotterell ,iron Acton ,Coalpit heath yate bus station.

Leaving parts of Eastville park, Stapleton,Frenchay Hambroke winterbourne Frampton cotterell With No bus service. First time 100 years.

What joint action is the city mayor Marvin Rees taking with the Board of the west of England mayoral combined Authority and North Somerset council to recruit very urgently for city region bus Network, both at Regional level and government level with the city region MPs?

Reply:

This is very important and a key challenge for the members and the combined authority. Ultimately, this is a national issue, exacerbated by economic forces beyond our control.

You will be aware of the steps we've taken in Bristol with the Transport board. You will also have seen the Ukrainian specific recruitment drive.

We'll continue to work together with regional partners and the bus operators to encourage people into the profession.

Question 2

With mayor Rees leading the way to transfer staff to the west of England mayoral combined transport Authority, we hope that he can bring councillors Kevin Guy at Bath and North East Somerset Toby Savage and Steve Briger in North Somerset council. To set an Intergrated transport Authority of the west of England mayoral combined transport Authority and North Somerset council.

This will allow the to do more bus and rail services planning with the Department for transport.



And a Railway executive for heavy rail services metro west and light rail mass transit lines to work on enhanced quality partnership or Advanced quality partnership or Franchising the west of England mayoral combined transport Authority and North Somerset council bus Network

Will Mayor Marvin Rees as member of the Brown commission one of his top priority to set a Regional transport Authority?

Reply:

Transport planning in Bath and South Gloucestershire are direct matters for them to consider themselves, but clearly we see the benefits of organising and planning some schemes at a regional level.

That's not to say all of them – we want to retain the powers as the highway's authority in the city, but the strategic plans should be worked on by WECA with our power to agree at the committee.



QUESTION PQ25**Subject: Tree Protection****Question submitted by: Gaby Solly**

[For Cllr Kye Dudd]

I'd like to thank the Council for their change of heart regarding their decision to fell the Ashley Down Oak last year, after it was implicated in subsidence damage at a local property. It would now seem that this tree is safe following structural mitigation measures put in place by the insurers and I hope that this sets a precedent for Bristol trees caught in similar circumstances in the future. Given that so much time and energy was put into saving this one tree, by local residents, campaigners, Council members, Insurers, contractors and even our by Mayor himself

I would like to ask how the Council will ensure that other mature trees across our city are given the same attention and protections in order that they are able to continue providing their essential and FREE services for the health and well being of current and future Bristol citizens, rather than being given the chop by developers for being in the way.

Reply:

- **This question identifies two separate roles within Bristol City Council. As a land manager responsible for current managed tree stock and as a local planning authority.**
- **Tree related subsidence and subsequent damage to property is not an uncommon issue. BCC has a robust set of policies to deal with damage caused by trees. This ensures a defensible, repeatable process that remains consistent and balances the high value we place on trees and the actual financial cost of managing them.**
- **Although the positive outcome for the Holm Oak at Ashley Down is welcome, the usual process in respect of such incidents will continue – that each case is considered on a case by case basis liaising with insurers, relevant internal and (where appropriate) external subject matter experts to determine appropriate mitigation and possible settlement outcomes.**
- **Trees may be removed because they are diseased and pose a risk to the public and property. The Council has a clear risk-based approach to inspecting trees, determining the level of risk and instructing any subsequent tree works required to mitigate these. All attempts are made to retain mature trees where possible and practicable.**
- **Trees may also be removed through permitted development and proposals are subject to relevant planning legislation and consultation.**



QUESTION PQ26

Subject: Central Library

Question submitted by: Alderman Antony Negus

Q1: The Central Library and our library service.

Holden's Central Library is a national architectural treasure, designed before Mackintosh's Glasgow School of Art, with which it is often compared. It is a wonderful civic library whose value will fade if its designed use is changed.

Has this Council calculated the full cost of relocating a Central Library building or dispersing its central functions to other branch libraries or do the sums add up only if the whole library service is once again to be shut down?

Reply:

- **We've been pushed into a challenging budget setting process because of the demands on the council and central government funding. As we develop budget proposals we'll continue to look at the saving which can be delivered. Everything is on the table at this stage.**
- **That being said, there could be some benefits in terms of a more accessible, modern offer in the centre of town.**
- **No decisions have been taken about future uses of the building.**



QUESTION PQ27

Subject: Street Lighting in Cotham

Question submitted by: Alderman Antony Negus

Q2: Street lighting upgrading in Cotham Ward.

In 2017 and 2019, when I was the ward councillor, I was told by a senior officer that upgrading parts of the north-west quadrant of Bristol was a priority to catch up with the majority of the city that had been improved, before that money ran out. I was invited to recommend priority streets and I chose the main roads into the ward from the night-time venues and bus-routes along Whiteladies Road.

With only minor work in the area since, can I be told if there is still a programme for this work, so essential to the elderly and the less able and particularly for the many young people who have to walk these intimidating streets with increased level of risk?

Reply:

- Since 2019 the Highway electrical Asset Team have focused on electrical testing and upgrading assets to comply with the Electricity at Works Act, which is a statutory duty.
- Many columns within the city, especially in the Cotham ward have the electricity cable going direct to the lantern on the column, which is deemed as dangerous, and we have had to focus our budget and time on ensuring these assets are compliant.
- We have also had to focus on certain lighting columns deemed as structurally dangerous and have had to replace these units with.
- The team has recently been awarded £11.8m from capital investment and invest to save budgets.
- It's very exciting news for the team and residents of Bristol. Over the next three years the team will be upgrading the cities stock of non-led lanterns, installing a Central Management System (CMS) to control/dim the lanterns, while improving the lighting levels and reducing the energy consumption and carbon usage, the scheme will offer a full investment payback in six years.
- It is proposed the team will liaise and work together with local councillors and groups to determine and prioritise certain areas, produce programmes of work and update on progress.



QUESTION PQ28**Subject: Dave Mitchell****Question submitted by: Climate Emergency**

It is now just over 4 years since Bristol City Council declared a climate emergency – Bristol was the first city in the UK, possibly in the world, to declare such an emergency. And the major commitment in order to mitigate this emergency, is to achieve Carbon neutrality by 2030. I also note that the new Climate Emergency Action Plan is anticipated to deliver a reduction of 140,000 tonnes of carbon by the year 2028. According to the latest sources, this only represents a 10% reduction in Bristol's overall emissions, which therefore requires a further 90% reduction in the last two years, 2028 to 2030.

What plans do you have for this much greater reduction?

Has the council really taken on board that we are in an emergency, which therefore requires much greater cuts to carbon emissions over the next 7 years than we are currently looking at?

Reply:

- **The 140,000 tonnes refers to the cumulative savings from the City Leap Energy Partnership's first 5 year business plan, not to the annual reduction in emissions from the council's new Climate Emergency Action Plan.**
- **We have not been able to quantify the total savings expected from our plan. Whilst some actions are relatively easy to quantify, for example if we insulate x council homes, but others that are more about new policy or influencing others are much harder to meaningfully quantify.**
- **The emissions of the whole city are not the responsibility of the council nor is their reduction solely a result of the council's action. To reflect this collective responsibility in 2020 the City Council worked with partners in the One City Boards to adopt the One City Climate Strategy.**
- **The City Council has made significant reductions in our direct emissions in recent years and they are now about 50% of what they were in 2016 when I came into office.**
- **Our new Climate Emergency Action Plan describes over 50 things we are doing to help reduce the council's and city's emissions. This includes working to help secure government investment in transport and the decarbonisation of housing. During 2023 we will be working with partners to develop a Bristol Climate Investment Plan to help secure further investment.**

