

Statement: CS12.01

Cabinet – 5th September 2023

Re: Agenda item 12 - Structural Repairs to Avon Fixed Bridge and associated Cumberland Basin Complex Structures

Statement submitted by: Councillor David Wilcox

As chair of Growth and Regeneration Scrutiny Committee, I recognise that this council has a duty of care to maintain its national infrastructure, such as the ageing trunk road network around the Cumberland Basin.

This is a phased plan to ensure that traffic from south Bristol and the greater southwest of the UK can gain access to the western end of our city and vice versa. The A370 is a route of national importance.

I am, however, concerned about the lack of member scrutiny and awareness of this potentially multi-million-pound project. The Western Harbour plans have come to G&R twice in the previous two years, and we have only been asked to comment on the public consultation, poetry and children's drawings; nothing to do with this level of infrastructure has been presented. I now ask that the time be found in the September WECA / BCC Infrastructure Update to brief all members about the timescales, issues, expected traffic throughputs and any new proposed schemes for this critical route.

I also question whether the funding for phases 3 & 4 is both realistic, appropriate and timely. The Cities Regional Sustainable Transport Settlement should be used to provide sustainable transport, not enhance the passage of personal private motor vehicles through our fine city. I hope that the Chair of the Combined Authority finds other things to spend the only fund there is to provide and enhance active travel on doing just that. I do hope a plan to start repairs in 2025/26 is in time to prevent the concrete structures from decaying to such a level that they are unsafe.

Question: CQ12.01 & CQ12.02

Cabinet – 5th SEPTEMBER 2023

Re: Agenda item 12 - Structural Repairs to Avon Fixed Bridge and associated Cumberland Basin Complex Structures

Question submitted by: Councillor Patrick McAllister

Question 1: In paragraph 23 of Item 12's report, it is stated that "Capital underspends for other approved Capital Projects... should now be rerouted to this new "Critical Ask" along with any remaining WECA underspend. Capital underspends [are] therefore recommended."

How achievable are these future underspends, and is there not a danger that this may put unsustainable pressure onto other important projects to deliver unfeasible underspends?

Question 2: In the Eco Impact Checklist of Item 12, the proposals are characterised as "Neutral to the environment" because the bridges can support active travel for Bristolians. This may be, but they will also support a high volume of car traffic, and the repairs will also incur a substantial embodied emissions cost.

Does the administration see this characterisation as justifiable?

Question: CQ18.01 & CQ18.02

Cabinet – 5th SEPTEMBER 2023

Re: Agenda item 18 - Mission Net Zero funding bid to Innovate Pathfinder Places Programme Phase 2

Question submitted by: Councillor Katy Grant

It is great to see BCC building on its success in winning status as a EU 100 Climate Neutral and Smart Cities Mission, the Net Zero Investment co-Innovation Project, and the relationship with Innovate UK.

If this phase 2 bid for funds to Innovation UK is successful, delivery of a West of England Climate Action Plan is one of the most important outcomes

Question 1: I see BCC will work with partners, but how will the implementation of the investment plan be assured in other parts of the Combined Authority area, if the plan is designed by Bristol City Council with funds it has won, and its own transition team?

Question 2: Given that 75k has already been spent to 'create a broad plan to secure the next £1bn of investment', could you give a little more detail as to how the £890,000 for the West of England plan will actually be spent?

Statement: CS19.01

Cabinet – 5th September 2023

Re: Agenda item 19 - Introduction of penalties for emission of smoke in Smoke Control Area

Statement submitted by: Councillor Martin Fodor

Smoke control and particulate pollution has been a growing subject of discussion as awareness of the implications of small particulates have been revealed over the last few years. There have been increasing complaints from residents about how air pollution can impact their health too.

It's therefore welcome that the Labour administration who still run the city have finally suggested some steps to progress with what the Mayor promised – to publicise and act on these issues.

At the **June 2019** Air Quality Summit the Mayor had said:

“We will raise awareness and enforce the existing Smoke Control Legislation in licenced premises to reduce the illegal burning of wood and solid fuels. This will include domestic wood burners and bonfire nuisance”

And he also called for

“increased powers to ban particulates, particularly in industrial and domestic use. And ... the power to ban private wood burners.”

Finally, a backbench Labour motion to the Council was tabled in **December 2019**, and then prioritised in January for a second motion debate [one not guaranteed time]. This proposal asked parties to back the call for extra powers, resources and legislation to ban wood burning in homes and industry.

Frustrated that it didn't suggest any action other than this 'call' [ref agenda paper below] I suggested measures to make it deliver the changes it talks about, not just send another letter to the government. I catalogued the many things we'd expect to be doing if a ban was seriously being proposed, adding specific things we could do without waiting for government.

Eg: Enforcement of existing smoke control requirements; work with industry regulators; and public awareness initiatives, as listed in the amended text issued on the day. Promises had also been made about support for van dwellers and for a fuel poverty initiative for those with no other home heating facilities.

Working together with its proposer I was then invited to 'second' a **revised, expanded, cross party motion** I'd prepared [ref p10 for the Jan 20 motion as replaced]: <https://democracy.bristol.gov.uk/documents/b18942/Labour%20Amendment%20to%20Golden%20Motion%20and%20Agreed%20Altered%20Silver%20Motion%2014th-Jan-2020%2014.00%20Full%20Counci.pdf?T=9>.

On the day **time was not left for the debate**. But it was informally agreed in the council chamber that the council could take it as read or arrange to progress some provisions in it if

Party Group Leaders [PGLs] agreed. Sadly the Mayor didn't attend PGL meetings for three months running, so no discussion took place before lockdown took hold.

It's frustrating and regrettable that this dropped off the agenda due to the pandemic.

Meanwhile the government banned the sale of wet wood and untreated, raw coal in 2021.

Labour do still run the council though, and all its press and operational services. Earlier this year after one of several residents' inquiries I looked but I **could not find any sign of active smoke control - related publicity over the last winter**. There were just pages on bonfire blues and smoke control I could find when searching on the Clean air Bristol web site. The statutory action has to focus on NOx as that's what the government requires councils to deal with under legislation. But more had been promised.

Greens remained concerned and three of us attended the recent citizen science workshop called 'Slow the Smoke' which has been monitoring particulates in Ashley ward.

We followed up these issues with a recent press release by national Party co-leader Bristol Cllr Carla Denyer issued on banning the worst wood stoves. She calls for a ban on log burner sales if science proves health risk - see: https://www.bristolpost.co.uk/news/bristol-news/consider-log-burner-sales-ban-8126233?utm_s

The report to Cabinet in 2023 now takes us a bit forward which is welcome, but it could go further: I'm conscious there's far more damage now being identified from **vehicle tyres and brakes** so much more needs to be done on all sources of small particulates including construction sites and diesel generators. I also secured a promise from the Mayor earlier this year in the Member Forum that traders will be encouraged to provide clean power when setting up mobile stalls at events and on high streets after I found a trader running a diesel generator by the already polluted, busy Gloucester Rd.

I know there's lots more to be done but all departments have just suffered another round of budget cuts due to reduced government spending; we have to accept it can't all be a priority when even statutory care services are being pared back.

I realise many would like to see further action; despite many calls for council priorities we can try and do more. I therefore suggest a commitment from Cabinet to **report back on progress and also consider what more can be done to manage other particulates in the city**.

Cllr Martin Fodor

Redland ward Green Party councillor

Question: CQ19.01 & CQ19.02

Cabinet – 5th SEPTEMBER 2023

Re: Agenda item 19 - Introduction of penalties for emission of smoke in Smoke Control Area

Question submitted by: Councillor Martin Fodor

I welcome this report and the adoption of the new powers to tackle one of the sources of particulates from combustion in the city. A comprehensive strategy to clean up city air has been long promised so a chance to see this developed will be welcome.

Question 1: When will the promised clean air strategy be drafted and then in place to tackle smoke pollution?

Question 2: What resources will be allocated for Neighbourhood Enforcement to focus on smoke control, and for the other work promised to inform and educate about the consequences of smoke particulates, and where will these resources come from?

Statement: PS21.01

Cabinet – 5th September 2023

Re: Agenda item 21 - Estate Rationalisation – Surplus Asset Disposals

Statement submitted by: Michele Tedder

Item 21 Estate Rationalisation, surplus assets disposal pp324-334,

Reference to appendix 2 - 2-16 Filwood Broadway

No 2 Filwood Broadway is Lee Abbey. As a matter of accuracy, Lee Abbey is not under the jurisdiction of Bristol City Council and therefore cannot be declared surplus or disposed of.

Filwood Broadway Working Group is aware that in respect of the parade of buildings (4-16 Filwood Broadway), an assessment of the condition is underway and may result in transfer to the HRA. The Levelling Up Fund project refers to this as the “West Side” development.

The working group is supportive of renovation of the properties with the outcome of a mix of social/affordable accommodation and lettable units at ground floor level, contributing to the regeneration of the area.

The council has committed to working with the local community with a principle of co-design at the heart of the regeneration.

The prospect of the parade of buildings being sold off at market value is therefore a shock. This strategy has never been raised or consulted on with the community.

Filwood Broadway Working Group questions whether a sell-off is in the interests of the regeneration - generating massive uncertainty as to the future use of the site and little hope for influence over what happens there.

Filwood Broadway Working Group requests that BCC officers meet with them to discuss the matter and that any decision on disposal be deferred until there has been further community consultation.

Michele Tedder
Filwood Broadway Working Group

Statement: CS21.01

Cabinet – 5th September 2023

Re: Agenda item 21 - Estate Rationalisation – Surplus Asset Disposals

Statement submitted by: Councillor Graham Morris & Councillor Jonathan Hucker

We would like to object to the plans to move Lacey House to the Housing Revenue Account.

Lacey House sits on Lacey Road, a road of private housing in Stockwood Ward.

At the other end of Lacey Road is the old Greville site which Cabinet has approved to build social housing on this site.

As stated previously, Stockwood Ward has a real shortage of 2 bed properties and our young people have nowhere to purchase in Stockwood.

We would like Cabinet to consider an alternative option for this site whereby it is sold for private housing to enable our young people to have somewhere to live. Or it is moved to HRA with the condition the site will be used to provide 2 bed accommodation (shared ownership) for young people in the area.

As a general point of principle we would like to register we are disappointed that decisions like this are not drawn to councillors attention earlier so we can work with the council in delivering benefits for our local residents.

Statement: PS27.01

Cabinet – 5th September 2023

Re: Agenda item 27 - Annual amendments to the Keeping Bristol Safe Partnership Constitution and Terms of Reference

Statement submitted by: Bristol Disability Equalities Forum

We welcome the work on keeping Bristol safe with Heath partners. But would like to see more reconciliation for the work carried out by Bristol public transport safety partnership.

Lead By Alex realkes of sari

Covering the Greater Bristol Bath city region with Bristol city council Banes South Gloucestershire council and North Somerset council.

Bus rail coach Taxis and ferry companies with the British transport police and Avon and Somerset police Bristol port police

NHS police and crime commissioner office.

Passenger groups equalities group and Bristol disability equalities forum ,Black South west Network.

We fill with all the work being carried out to keep the traving public safe that Bristol safety partnership should do

More with the Bristol mayor malvin Rees councilor Don Alexander and west of England mayoral combined transport Authority and North Somerset council.

Mayor Dan Norris

To promote safer Public transport in the Bristol city Region
Bristol disability equalities forum.

Question: CQ31.01

Cabinet – 5th SEPTEMBER 2023

Re: Agenda item 31 - Digital Transformation Programme – Annual Update 2023

Question submitted by: Councillor David Wilcox

I welcome the solid progress made in delivering the many complex components of this programme; nine projects out of seventeen have been delivered.

Question 1: Can I and the people of Bristol have a rationale for putting the Business Continuity and Disaster Recovery project on hold? This component of the Transformation Programme is core to the council's safe and essential continuous running.