

Question: CQ08.01 & CQ08.02

Cabinet – 3 OCTOBER 2023

Re: Agenda item 8 – Living Rent Commission

Question submitted by: Councillor Tom Hathway

Question 1: What is the proposed timeline for the development and adoption of the Private Rented Sector Strategy?

Response

- Officers are currently scoping out the remit and objectives of a private rented sector strategy. This includes undertaking research and analysis of local and national policies, priorities and collating data relating to the private rented sector.
- The Renters Reform Bill is passing through Parliament and once this reaches Royal Assent, it will have an impact on a local Private Rented Sector Strategy.
- BCC is keen to reflect any change to the regulatory and operating environment of the PRS into a new strategy.
- Stakeholder engagement and drafting will likely commence later this calendar year with a view to undertake a public consultation in the first half of next year.

Question 2: Will the strategy include a publicly accessible record of enforcement notices served on landlords and letting agents in Bristol?

Response

- The Living Rent Commission's Recommendation number 5 from their executive summary in relation to:
 - *'Management and standards addresses the question of publicity of action taken by the Council including enforcement action'*.
 - *"5. The commission endorses the council's firm policy stance against poor property and management standards in private renting. This approach should be reinforced and extended. The council should review how it communicates its work in this area including its strategies, associated enforcement action, and*

licensing work - to make sure that the effectiveness of the approach is fully appreciated by those who are affected by it.”

- If the recommendations of this report are all approved by Cabinet, it is expected that this question will be addressed as part of the work to consider the Commission's recommendations.
- The Council does publish information on cases which are in the public domain, such as prosecutions or cases heard by tribunals.
- Whilst in most cases, we would want to demonstrate the action the Council is taking against non-compliant landlords and agents there are restrictions on publishing other enforcement action and notices as they are private matters between the Council and the landlord or agent. The Council has to consider GDPR and FOI rules around the release of private information such as this into the public domain.

Question: CQ10.01

Cabinet – 3 OCTOBER 2023

Re: Agenda item 10 – Homelessness Prevention Grant Homes for Ukraine topup 2023/24

Question submitted by: Councillor Brenda Massey

Question 1: Whilst the war in Ukraine grinds on, Bristolians are still doing their bit to help Ukrainians fleeing the violence. From Bristol with Love for Ukraine currently has two vans returning from the country. The funding for hire cost and all expenses have been covered by the drivers - who take unpaid leave from work to drive to eastern Europe, highlighting their commitment. With the weather getting worse there, we have been arranging for a lot of generators to be sent over as electricity supply is precarious.

I am pleased that, like the citizens of Bristol, the council is playing its part too. I have met a number of women who have left Ukraine with their children, who are helping to sort and pack the aid we send to their home nation.

Please could the Mayor provide an update on the council's work supporting Ukrainian refugees in Bristol?

Response

This answer was provided during the meeting, recording is available at [Cabinet - Tuesday, 3rd October, 2023 4.00 pm - YouTube](#)

Question: PQ14.01 & PQ14.02

Cabinet – 3 OCTOBER 2023

Re: Agenda item 14 – Portway Park & Ride and Bus Access Improvements

Question submitted by: David Redgewell, South West Transport Network and Disability Equalities Forum

Question 1: With the provision of Public transport hubs and provision for scooters and E Bikes E charging points more seats Bristol city council has requested money to provide a new bus gate facilities at Portway park and ride bus and Rail interchange so buses can Operator to by first group plc service 3 and 4 to cribbs causeway bus station via Avonmouth Dock and or Lawrence Weston stagecoach west bus service 10 11 being rerouted into via the bus rail Interchange. Avonmouth and sevenside. and bus services to Lawrence weston Westbury on Trym Southmead hospital bus station uwe bus station ,Bristol parkway station, Bradley stoke, Aztec west Hortham Alverston Thornbury. West link to buses to Portishead. Services 13 to Sea Mills Shirehampton Westbury on Trym Southmead hospital bus station Gloucester Road and Bristol BRI city centre .Bristol park and ride bus service to Shirehampton station, sea Mills Hotwells, Harbourside, Bristol city centre Bristol cabot circus,Bristol Temple meads station and Bristlington. Park and ride. Especially also with future metro west railway Network service over the Henbury loop line for the arena.

What design brief is the west of England mayoral combined transport Authority and North Somerset council Working for Transport hubs for important transport interchanges for a waiting room, accessible toilets cafe or Drinks machine so while we welcome the bus gate and interchange facilities we like to know when the portacabin terminal building is to be replaced?

Response

- Bristol City Council have been in discussions with the West of England Combined Authority during the development of this project and Bristol City Council is aware of the forthcoming mobility hubs work taking place at the site. Given that the West of England Combined Authority are leading on the Mobility Hubs project, the Combined Authority would be better placed to answer this question.

Question 2: What discussion is Bristol city council having with the west of England mayoral combined transport Authority and North Somerset council over the design of passengers facilities at Transport hubs such as Portway park and ride site?

With Ev charging points cycling stands and facilities for E Bikes. But very important to passengers good quality Terminal building with waiting room toilets changing places or Accessible toilets and catering Kiosks. The Liverpool City Region Greater Manchester combined transport Authority and West Midlands combined Authority have design brief for Bus shelter bus and coach station Railway station and Transport hubs like the much welcome passengers interchange facilities at Portway park and ride site. Can the mayor Malvin Rees discuss this issue with the west of England mayoral combined transport Authority and mayor Dan Norris Whist progressing plans for Portway park and ride interchange.

Response

- North Somerset Council and The West of England Combined Authority are stakeholders for this project and have been involved in discussions throughout the project's development.
- Bristol City Council is a stakeholder in the development of the West of England Combined Authority's Mobility Hubs project at the site and have input into the design process. Given that the West of England Combined Authority have been leading on mobility hubs, they would be best placed to provide further information on this query.

Question: PQ14.03

Cabinet – 3 OCTOBER 2023

Re: Agenda item 14 – Portway Park & Ride and Bus Access Improvements

Question submitted by: Ian Quaife

Question 1: On behalf of the Public Toilets equalities Network we would like table the following question at the forthcoming BCC cabinet meeting. What discussion is Bristol City Council having with the West of England Combined Authority on the design of passengers facilities, **including fully accessible toilet provision**, at the recently opened Portway Park and ride interchange and other transport hubs across the city?

Response

- The Portway Park and Ride site already benefits from fully accessible toilet provision, situated near the bus shelter.
- Bristol City Council is a stakeholder in the development of the West of England Combined Authority's Mobility Hubs project at the site and have input into the design process. Given that the West of England Combined Authority have been leading on mobility hubs, they would be best placed to provide further information on this query.
- I suggest you table a question at one of their meetings

Question: PQ14.04

Cabinet – 3 OCTOBER 2023

Re: Agenda item 14 – Portway Park & Ride and Bus Access Improvements

Question submitted by: Dan Ackroyd

Question 1: The risk register (document Appendix_D1_Risk Register Portway PR.pdf)

does not contain any risk item related to the possibility that the YTL arena may not be come into operation.

When the decision was taken to cancel the Arena in the city centre, and YTL offered to create one on the boundary to South Gloucestershire, they were being told by the Mayor of Bristol that Bristol would "have an underground within 10 years" -

[https://urldefense.com/v3/https://www.bbc.co.uk/news/uk-england-bristol42350706_!!KUxdu5-bBfnh!9wgHQzOVDUSI-I5kUntygUqcC9ndFwIAHMQiwGODBXJoH7TbFfgodBxK713kYo3_Sxe6PC6ufTNlodD5mai fWjHlxb-QgvM\\$](https://urldefense.com/v3/https://www.bbc.co.uk/news/uk-england-bristol42350706_!!KUxdu5-bBfnh!9wgHQzOVDUSI-I5kUntygUqcC9ndFwIAHMQiwGODBXJoH7TbFfgodBxK713kYo3_Sxe6PC6ufTNlodD5mai fWjHlxb-QgvM$)

It is entirely possible they based their business case for their Arena on the belief that an mass transit system (with underground parts) would make it very easy to get to and from their development site from the city centre.

The document Appendix_A1_A4 Portway PR Full Business Case contains "The total benefits from the committed demand scenario are £87,247 and for the aspirational demand scenario £141,257" and "The total estimated scheme outturn cost is £2,006,889".

That seems a very low amount of benefit for the cost if the added benefit of the site being used as a park and ride for the Arena does not happen.

Does this scheme still make sense when a sensible level of risk is applied to the possibilities that YTL either do not deliver an Arena or fail to operate it for a long time due to it not being profitable?

Response

NB. While this answer was provided during the meeting, in light of the supplemental question asked the verbal answer plus additional written detail is set out below. The recording is available at [Cabinet - Tuesday, 3rd October, 2023 4.00 pm - YouTube](#)

- You have picked up on one of the benefits appraised in the Business Case, for the scenario of running bus service numbers 10 and 11 into the Park and Ride site. There are a host of other benefits including enhancing opportunities for bus service development to communities to the north and west, provision of infrastructure for rail replacement services, improvements to wayfinding, as well as infrastructure for shuttlebuses to serve the YTL Arena.
- As part of our benefits appraisal, we looked at the benefits of other bus service development opportunities as well, each with their own monetised benefit.
- As you will see in section '3.5.1.1 Monetised Impacts' in Appendix_A1 you will be able to see the full breakdown of opportunities that were appraised, each with their own costed benefit.
- The amalgamation of all these costed benefits equates to the total benefit for the scheme. When compared to the scheme outturn cost of £2.006m we achieve a benefit to cost ratio of 2.26 in the committed demand scenario and 3.80 in the aspiration demand scenario. The benefit cost ratios we have (2.26 and 3.80) are both above the Department for Transport's threshold for 'high' value for money.
- We fully expect the YTL arena to be delivered. Their business case does not rely in any way on an underground. Although it is worth saying that an underground is badly needed and is deliverable.
- However, if YTL arena shuttle buses were removed from the business case for the Portway park and ride the benefits captured from the remaining opportunities would still present a positive outcome of the project.

Question: PQ15.01

Cabinet – 3 OCTOBER 2023

Re: Agenda item 15 – Estate Rationalisation and Disposals

Question submitted by: Dan Ackroyd

Question 1: The assets being proposed to be sold off have not been listed as that information has claimed to be exempt as in the 'Reasons restricted' which includes: "is exempt information if and so long, as in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information". The council selling off assets without publicising their sale is very odd. What is the public interest in maintaining secrecy about the asset being considered for sale?

Response

This answer was provided during the meeting, recording is available at [Cabinet - Tuesday, 3rd October, 2023 4.00 pm - YouTube](#)

Question: CQ19.01

Cabinet – 3 OCTOBER 2023

Re: Agenda item 19 – Asset Management Software Contract

Question submitted by: Councillor David Wilcox

Question 1: I welcome this proposal to help the Growth and Regeneration Directorate keep track of its assets. Can the Cabinet Member for City Economy, Finance and Performance confirm that data on the location of assets and other pertinent data will be accessible through the council geographical information system PinPoint <https://maps.bristol.gov.uk>, please?

Response

- The BCC GIS Team are able to publish information on Pinpoint and other GIS platforms directly from the asset management system.
- Existing examples of this include the Grit bins, Gullies, Local Street Gazetteer, Parks grounds maintenance and Streetlights map layers on Pinpoint which are all updated automatically from the asset management system (the source database).
- Some of the key benefits of publishing data from the asset management system to other GIS platforms are outlined below:
 - Asset data published on Pinpoint can be used to assist with or answer Freedom of Information Requests.
 - Asset locations sent from the asset management system to FixMyStreet help the public make accurate reports of problems to BCC staff.
 - Streetworks data is sent from the asset management system to OneNetwork which provides a summary for the public of upcoming road works and street restrictions on a web map interface.

Question: PQ23.01

Cabinet – 3 OCTOBER 2023

Re: Agenda item 23 – Q1 Quarterly Performance Progress Report – Q1 2023/24

Question submitted by: Sid Ryan

Baseline FOI compliance - responding to requests within 20 working days - is 'significantly worse than target' and BCC has recently received enforcement action from the Information Commissioner in the form of a Practice Recommendation. Further non-compliance will lead to an increased volume of incoming requests, more challenging requests, greater pressure on officers, significant legal expense and risk of reputational damage.

But providing a response within the legal deadline is the least of duties under FOI, and the worst performance metric for the service. When a response is provided matters less than what is provided. BCC may be responding to requests, but rarely does it actually provide information - and so it suffers under repeated requests for the same information.

I am concerned by seeing repeated misapplication of exemptions and procedural rules to refuse legitimate inquiries. And by blocking communication with requesters BCC closes off the most efficient route of resolving residents concerns. I firmly believe that if BCC is going to improve its service it will need to start talking to its requesters.

Question 1: How is BCC working to address both the resource and cultural problems cited as reasons for slow progress on this item?

Question 2: Would the Cabinet consider tracking user-reported-satisfaction as a metric with which to assess the FOI service?

[This answer was provided during the meeting, recording is available at Cabinet - Tuesday, 3rd October, 2023 4.00 pm - YouTube](#)

While the response was given in the meeting, we look forward to continuing our conversations