

Extraordinary Full Council – 31 October 2023

Agenda item 6 b

Public questions



Procedural note:

Questions submitted by members of the public:

- Questions must be related to items on the agenda.
- 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	Rob Bryher	Bristol Local Plan
PQ02	Haydn Gill	Medium Term Financial Plan
PQ03	Michelle Tedder	Bristol Local Plan
PQ04	Peter Ellis	Bristol Local Plan
PQ05	Dan Ackroyd	Minutes of Previous Meeting
PQ06	Ad Block Bristol	Bristol Local Plan
PQ07	Bristol Civic Society	Bristol Local Plan



QUESTION PQ 01

Subject: Bristol Local Plan

Question submitted by: Rob Bryher

Question 1:

I have checked the Local Development Scheme, but it is not clear when to expect the Transport Supplementary Planning Document (SPD) (covering loading, parking, kerbside management and EV charging points) which is mentioned a couple of times in section 10 (Transport) of the Bristol Local Plan (Publication Version). This is potentially a very significant document in terms of green infrastructure and alternative kerbside uses (such as parklets and cycle/scooter storage) within highway space, which is more and more necessary to create good quality spaces close to where people live.

Do you currently have a timescale for when you expect the Transport SPD to be produced and adopted?

Reply

This was responded to in the meeting.

Link: [\(138\) Extraordinary Full Council, Full Council - Tuesday, 31st October, 2023 6.00 pm - YouTube](#)

Question 2:

It's really encouraging that the old Hirestation building and wider site at 222-232 Church Road, St George is being allocated for housing-led mixed use with active uses of the ground floor. It has been an eyesore and a blight on the local community for a long time.

Please can you tell me whether there are any current plans to compulsory purchase the site from its current owner?

Reply

Responded to in the meeting. In the supplementary question Councillor Nicola Beech offered to work with you.



QUESTION PQ 02**Subject: Medium Term Financial Plan****Question submitted by: Haydn Gill****Q1 Subject: Medium Term Financial Plan - Workplace parking levy**

With the council forecasting a gap of £32.1 million, the Highways department alone holding a £1 million funding gap, and a Mayor who wants solutions not problems, why isn't the Mayor implementing the workplace parking levy as soon as possible?

The Mayor is publicly a fan of backing transport feasibility studies with cost estimates. In the workplace parking levy feasibility study, the council accepted 'core' scenario estimated £2 million of revenue each year, before inflation. This revenue stream could fund pothole repairs, replace bus stops driven into by dangerous drivers or even fund a feasibility study of a Bristol tram network.

Reply

We have to balance the council finances with that of the wider city economy and the impact charges and policy can have. A workplace levy is not being progressed at this time due to the cost-of-living crisis and other pressures on both the business community and residents finances, it's not a right time to put another burden on business.

We recently implemented a clean air zone which is driving behaviour change and charging drivers for entering the centre of the city. It would not be appropriate to implement a further charge at this time.

While a WPL would generate income for the council the use of this funding would have to be set out in advance for approval by the secretary of state for transport. There is a clear expectation of using this sort of income for improving the transport network and we would expect it to leverage additional funding for delivering our transport aspirations.

Q2 Subject: Medium Term Financial Plan - Parking permits

In the 14 March Full council, the Mayor said in response to questions about Redcatch park's astronomical rent offer: "Even the act of the council raising revenue is sometimes looked on as a bad thing, but that revenue goes into the funding for services which people campaign to have in place...The funding model for local government now requires us to generate revenue to fund services"

The highway is a council asset and by giving every adult the ability to store an unlimited number of private vehicles on public land, 12 metres squared of hardstanding, with drainage and lighting, all within a very cramped and constrained city not built for cars. The Mayor isn't removing this subsidy for wealthy adult vehicle owners, paid for out of everyone's council tax, where 26% of households in Bristol don't even have access to a car and van and those on the lowest incomes most likely to not have a car. The Mayor is aligning his values with the Conservative Prime Minister, a tricky position to be in as a Labour Mayor.



With this in mind, alongside the £1 million funding gap for the Highways department, and a Mayor who wants solutions not problems, why is the Mayor continuing to block any expansion or new zones for parking permits across Bristol to raise revenue to fund key services?

Reply

Residents parking schemes cannot be introduced as revenue raising measures. Appropriate policies must be at the heart of decision making around parking schemes.

We seek to encourage behaviour change through residents parking schemes and we have already brought through changes recently that will increase costs for certain permits to encourage people to use modes other than the private car and create space for other measures such as street trees and cycle hangars. We will bring forward further measures around RPS in due course to ensure we are delivering against our policy agenda.

Setting aside inappropriate suggestions about revenue raising, we have been clear that new or expanded RPS schemes will only be supported where there is overwhelming support from local people for any scheme.



QUESTION PQ 03

Subject: Bristol Local Plan

Question submitted by: Michelle Tedder

Please can you explain why some sites documented in the 2019 draft "Site Allocations" list do not now appear in this latest draft Local Plan "Site Allocations" list.

Reply

The landscape of Bristol has evolved some of the sites were allocated in 2014 that are no longer considered appropriate for development following more research on viability, the climate and ecology emergency and our growing population.

The plan has been updated since we consulted in 2019. Changed circumstances mean that some consultation sites will not be included in the Local Plan.

These include sites where development has been permitted, already started or where sites were found to be unsuitable for the development proposed.

When the plan is published it will be possible to make representations about proposed development site allocations – or sites which have not been included.



QUESTION PQ 04

Subject: Bristol Local Plan

Question submitted by: Peter Ellis

Draft Policy NZC3 has differential targets for proposed residential buildings depending on the number of storeys. A kilogram of carbon has the same impact on the city's carbon ambitions, so will the Mayor explain why the proposed KgCO₂e per m² targets for, say, a 30 storey tall building are less onerous than, say, for the modern day equivalent of the familiar 4-storey Georgian terraced house?

Reply

Responded to in the meeting.

[\(138\) Extraordinary Full Council, Full Council - Tuesday, 31st October, 2023 6.00 pm - YouTube](#)



QUESTION PQ 05

Subject: Minutes of Previous Meeting

Question submitted by: Dan Ackroyd

"The draft minutes for the committee meeting on the 10th October do not seem to contain the normal items for 'Members Present' and 'Apologies for Absence'. Should they be there?"

Reply

The lord mayor responded:

The Extraordinary Full Council meeting of 10th October was called at short notice to appoint an Acting Lord Mayor. This was due to the Lord Mayor being unable to discharge his duties due to poor health. As members had less than two weeks' notice of the meeting, it was deemed unreasonable to take a formal attendance record. The meeting was quorate, with over 18 members in attendance."



QUESTION PQ 06

Subject: Bristol Local Plan

Question submitted by: Adblock Bristol

"To Mayor Marvin Rees. Adblock Bristol strongly welcomes the inclusion of Advertising-specific policies within the new Local Plan. While celebrating the strengthening of the policy around the acceptance of new advertising hoardings, particularly new digital screens, we would like to draw attention to the ongoing proliferation of poster advertising sites on fences and walls around the City. These have been placed without advertising permission and seem to be immune from any enforcement action. What is the Council doing to eliminate this form of advertising?"

Reply

Responded to in the meeting.

[\(138\) Extraordinary Full Council, Full Council - Tuesday, 31st October, 2023 6.00 pm - YouTube](#)



QUESTION PQ 07**Subject: Bristol Local Plan****Question submitted by: Bristol Civic Society**

1) Local Plan consultation period

There are some 1000 pages to read in the local plan and supporting documents. If the period for pre-submission representations is limited to six weeks, hard working Bristolians will, in the run up to Christmas, have to read getting on for 20 pages of dense planning-speak every evening to understand the impact on them, their children's future and their environment. Meanwhile developers will have teams of consultants working round the clock to ensure their voice is heard. In the interest of transparency and fairness, will the Mayor extend the consultation period to at least 10 weeks and encourage his officers to get out into the community to help people understand how the plan affects them?

Reply

The most up to date version of local plan can be found online here:

<https://www.bristol.gov.uk/residents/planning-and-building-regulations/planning-policy-and-guidance/local-plan/local-plan-review>

The Statutory engagement period is set at a minimum of six weeks. Member of the public will be given ten weeks between November and January 2024 to engage with the Local Plan.

2) Quantification of carbon emissions

A combination of law and national policy requires local plans to have a proactive approach to mitigating climate change in line with the Climate Change Act's net zero target and the supporting carbon budgets. Here in Bristol we have our own ambition to be carbon neutral by 2030. There are policies in the plan addressing climate change and a descriptive overview of their impact in the sustainability appraisal, but we do not know the actual scale of emissions the plan is likely to give rise to, not least through the embodied carbon in new development. If a quantitative assessment has been carried out, will the Mayor share it before Council is asked to approve the plan?

Reply

In 2020, Bristol made a commitment with the One City Climate strategy, declaring that the city would become carbon neutral and climate resilient by 2030 – going further than the national targets.

The policies in the new local plan have been explicitly designed to contribute to that commitment by including evidence-based policies for maximising energy efficiency, making use of renewables and minimising embodied carbon in new development. New development will be net zero in terms of energy use. The embodied carbon targets in the Local Plan are 30% to 45% lower than business-as-usual values.



We have designed these policies working closely with stakeholders and benefitting from the expertise they have brought.

A quantitative assessment of the overall carbon impact isn't part of the evidence required to support the policies – but what we do need to do is get the local plan in place quickly so that we can make sure new development contributes to achieving net zero goals.

