

Question: CQ09.01 & CQ09.02

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 9 - Green Recovery Fund – Public Electric Vehicle Infrastructure

Question submitted by: Councillor Tim Wye

Background

We welcome the roll out of EV charging points in the city: it is an important step towards making Bristol a cleaner, healthier place to live and work.

I could not find where the proposed street EV charging will be. Obviously as ward councillor for Ashley we have many areas like St Pauls and Montpelier where there is no off-street parking and no potential to install drop kerbs for people to charge their own cars (not that this does not come with its own impact).

Question 1: Could you tell me where I can find this so that I might look at the impact in my ward?

My second question notes this is unlikely to meet all the growing demand for EVs. I have asked before about allowing residents to install approved EV gullies at their own expense (like a dropped kerb application) to further expand EV charging capacities. Trials in Oxford do not appear to have any major impact on areas that would impact pedestrians negatively.

Question 2: Is there any possibility of using some of this funding to investigate this further?

Question: CQ09.03

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 9 - Green Recovery Fund – Public Electric Vehicle Infrastructure

Question submitted by: Councillor Ed Plowden

Background

EV charging will become increasingly important for people, and although we wish to move away from car dependency there will be disabled people who will still rely on private (electric) cars, and they will need them in close proximity to their homes. The EQIA does not identify any impact on disabled people and the prioritisation approach does not mention disability.

Question 1: What more could be done to consider the needs of disabled people in ensuring EV charging is available to them in a convenient location close to home?

Statement: PS10.01

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 10 – Highway Procurement Contract

Statement submitted by: Bristol Disability Equalities Forum (David Redgewell)

We welcome this report especially as there has been a number of subways flood in Bristol especially in Lawrence hill and Barton hill and in Hartcliffe and whitchurch, Making it very difficult for pedestrian to cross the road in at grade if no pedestrian crossing are provided

and impossible for mothers and fathers with buggies and wheelchair users and people with reduced mobility to cross the highway safely,

In a modern city Region we would welcome the removal of all roundabout and subway cross on community safety but its important that we sort the flooding out in these subway areas

Until Redevelopment can take place at Roundabout like St James Barton and Lawrence hill, Bristlington and in Hartcliffe and at grade crossing can be provided,

When the subway flood we also need

Lighting restored

We welcome this report to and the action being take on Subway and Gulley cleaning essentials for pedestrian and especially for those with reduced mobility,

Hopefully we will not see Pete Simpson of BBC South west in a boat rowing around Lawrence hill roundabout in the Future,

Gordon Richardson Bristol disability equalities forum

David redgewell South west transport Network,

Question: CQ10.01

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 10 - Highway Contract Procurement

Question submitted by: Councillor David Wilcox

Question 1: I welcome further renewal of these contracts to enhance Bristol City Council's roads and pavements. Can the Mayor list the changes in the contracts that have been made since Full Council passed unanimously the Golden Motion in September about a Lane Rental Scheme and a review of the Highways Department Operating Practices?

Statement: CS11.01

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 11 – Housing Revenue Account (HRA) Energy Efficiency Strategy

Statement submitted by: Councillor Martin Fodor

I'd like to thank officers for their continuing work on the energy efficiency of the HRA stock. This builds on several years of stock assessment work to understand the energy performance and challenges of each council house type we own.

Warm, affordably heated homes for our tenants, many on low incomes and with extra health needs, is a vital issue and even more essential with the escalation of fuel costs. Tackling mould and damp fabric are closely related and add to health impacts from cold. We also recognise the need to deal with a growing impact from overheating and the significant health impacts that can have too.

The target is now bigger and further away than before.

The target of achieving an Energy Performance Certificate level C for the stock has been the goal for many years now, hence the stock assessment survey reports.

Unfortunately as the report reveals in Appendix A this will become much harder with the new methodology coming in for EPCs. Under the new methodology that has to be used almost 40% of the stock shall now need treatment to reach minimum C. This adds to the cost pressures on the capital programme.

These costs sit alongside all the other calls on the HRA funds for capital investment which were assessed in the 30 year business plan adopted some years ago. Plans to reach the target are needed.

The work to upgrade thermal performance as well as heating systems will be substantial. I'm keen to see the more detailed heat decarbonisation strategy brought forwards and debated with partners. I support the continued search for external funds that can be sought to bring grant monies in to accelerate progress. As the council has outsourced its energy service team to the City Leap Joint Venture we must now look to them to assist in this.

Citywide solutions for all tenures are essential to meet 2030 goals.

Alongside this the council will need to show that as it implements its own commitment it works with other social housing providers to ensure their programmes are in place. Solutions developed with the private landlord sector to promote the Minimum Energy Efficiency Standards across the housing stock are essential too. And we need a practical offer for the privately owned sector such as through the City Leap joint venture. Managing all of this and scaling up the ambition will be a critical part of delivering the 2030 net zero target in the city.

Statement: CS12.01

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 12 – Proposals to introduce new property licensing schemes

Statement submitted by: Councillor Tom Hathway

The Conservative government's Renter's Reform bill has now been in the pipeline for over 4 years. It stands watered down with still no date for any part of it to become law, and the desperately needed ban on no-fault evictions has been kicked even further into the long grass.

Nationally, the highest proportion of those facing multiple housing problems are living in the private rented sector, which this report highlights make up 27% of Bristol's dwellings. Housing issues are directly linked to poor health, and in the absence of leadership from national government, one of the tools the council can use to raise standards is licensing of properties.

This is desirable progress towards expanding the number of properties which will be covered by a set of licensing conditions. There are experiences mentioned in the consultation report of Bristol's existing schemes, of long delays for license applications and cases where enforcement is slow, or seemingly operates in a silo, and it's clear linking up with other teams in the council could deliver a more robust outcome for tenants. When the inspections, advice, and enforcement elements of a scheme function well, the results deliver clear improvements to people's homes. It is notable in the report that part of the proposed effective delivery hinges on new software to streamline the processing of licenses, and of course recruiting staff to administer the scheme.

Thanks to officers for this report, and to those involved in getting what is quite a technical consultation out in a concise format to a huge number of residents and organisations. I welcome its approval and will be one of many keeping an eye on its delivery.

Question: CQ12.01

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 12 - New Property Licensing Schemes

Question submitted by: Councillor Chris Jackson

Question 1: I'm pleased to see the landlord licensing schemes being expanded. Please could Cllr Dudd outline how effective the existing schemes have been at bringing up property standards?

Question: CQ12.02 & CQ12.03

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 12 - New Property Licensing Schemes

Question submitted by: Councillor Tom Hathway

Background

With the government dragging their feet on reforms to protect renters, these licensing schemes are very welcome. There is clear evidence from other local authorities and within Bristol that they are an effective tool for identifying hazards and poor standards in the homes of people renting and getting them sorted.

Question 1: Then these schemes launch, what is the proportion of Bristol's total private rented dwellings that will at that time be covered by mandatory, additional and selective licensing schemes?

Question 2: The report refers to commissioning new technology and 28-30 additional FTE roles to help administer the schemes effectively. It goes on to identify the timeline for commissioning of the new technology as a risk. Can you give an estimated timeline for the new IT system to be up and running and full recruitment of those roles?

Statement: PS13.01

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 13 – A37/A4018 Victoria Street & Colston Avenue Full Business Case (FBC)

Statement submitted by: South West Transport Network and Railfuture Severnside (David Redgewell)


We welcome the report on the A4018 A37 showcase bus route deal now part of the west of England mayoral combined transport Authority and North Somerset council bus service improvement plan area, With city regional Transport fund and strategy, We welcome the work to create a bus gate at Bristol Bridge and restrict traffic into the old city and works on Victoria Street, Baldwin Street and Bristol Bridge, For pedestrian and cycling and wheelchair users and people with reduced mobility and partly sighted. On what is an important walking routes to Bristol Temple meads station, A major interchange in South west England, For buses coaches and trains And the scheme clean up the city centre air as part of the caz and saves life's from respiratory illness Asthma attacks and Early Deaths. Whist we welcome the demolition of the Governor Hotel which should have been restored and converted into office space with new build like the Bristol and Exeter Railway Hotel George and Railway hotel, We welcome the cycling facilities and walking routes, But more importantly the bus stops Temple Gate interchange toward the city centre can be brought back into use towards Bristol city centre, and Bristol bus and coach station and metro bus With future phases on the other side of road on the Friary and Temple Gate, We would the pavement Cafes but provision should be made for pedestrian and passenger walking motors with buggies and wheelchair users to Bristol Temple meads station on theses footways with luggage and to the near by hotels is essential, We would like to see the setting of Bristol Bridge improved with urgent Demolition of the old Bank of England building which are an eyesore and need urgent discussion and demolition As a Gateway to Castle Park and Historic Bristol, On the bus route 2 a 2 We welcome the upgrade of the service in the bus service improvement plan of the west of England mayoral combined transport Authority and North Somerset council Mayor Dan Norris and councillor Hannah young transport executive North Somerset council and Councillor Mike Bell,

On the route for Stockwood, Hengrove, knowle, Totterdown, Bristol Temple meads station, Bristol Bridge, Broadmead shopping centre, centre park street, Clifton Down station, Down Henleaze, Southmead, Henbury station in future Cribbs causeway bus station, And infuture Bristol zoo,What upgrade is the mayor of the west of England and the combined transport Authority seeking agreement on the this route and will the service loop around Southmead hospital bus station So people do not have to walk up the hill still to the hospital from the shops on Southmead Road On service number 1 another high frequency route which needs rerouting in the Bristlington and St Anne's park area ,As I a sandy park road shopping centre Wick Road, Guildford Road,Broomhill Hungerford road loop back Bristlington village and school Road, Broomhill Brislington Other services normally route via Sandy park road Arnos vale, Bristol Temple meads station, Broadmead ,city centre, park street, Clifton Down station, The Downs Westbury on Trym, Henbury, Brenty, Henbury station new Cribbs causeway bus station Maybe in future to Bristol Z00

Along with 376 Street, Glastonbury, Wells bus and coach station, Farrington Gurney, Clutton whitchurch, Hengrove, knowle, Totterdown Bristol Temple meads station Bristol Bridge, Bristol bus and coach station,

172 Bath spa bus and coach station Peasdown st john, Radstock, Westfield, midsomer Norton, Paulton Clifton Pensford whitchurch Hengrove, knowle Totterdown and Bristol Temple meads station and Bristol Bus and coach station,

What frequency are being discussed for these corridors with the west of England mayoral combined transport Authority and North Somerset council with First group plc Wales and West buses Division and funding arrangements as no bus service is at present fully commical in England relying bus service improvement plan money from the west of England mayoral combined transport Authority and North Somerset council, Service 3 x Bristol parkway station, Little Stoke, Aztec west roundabout, Patchway Filton, Gloucester Road Redland Henleaze Clifton Down station park street Bristol city centre Bristol Temple meads station. Operator this route what discussion have take place with stagecoach west and Transporta buses are also looking to run routes on this route as well

Y6 First group plc Wales and West buses operate along the route from the bus station via city centre, park street Clifton Down station to Southmead hospital bus station Bristol Parkway station and yate bus and coach station Service T7 Bristol bus and coach station to Clifton Down station, cribs causeway bus station to Chepstow bus and coach station Trans cymru Transport for Wales, Operator by Newport Transport, Again what discussion are taking place The city Region transport fund corridors and the bus improvement plan money the west of England mayoral combined transport Authority and North Somerset council are based on improvement in bus service improvement including extra services and new routes, This has at present not been raise in the bus service improvement plan panel meetings or Bus service improvement Board .The report talk about public realm and cycling facilities walking wheeling for wheelchair users,  But we still got no bus shelters for the Airport bus at Bristol Temple meads station or proper cleaning and repairing of Bus shelter and lighting and interchanges on this route with graffiti tagging including around the demolition of the Governor Hotel which will need attention not the city council or west of England mayoral combined transport Authority fault ,But need bus shelters and taxis or coach services shelters need attention In the city and county of Bristol and proper maintenance, The system of west of England mayoral combined transport Authority staff Dealing with real-time information and display information, and Bristol city council Highway Authority dealing with clear channel Shelters contracts makes no sense It should all be Transferred to the west of England mayoral combined transport Authority, But the scheme at Bristol Bridge Victoria Street, Baldwin Street High Street and oid city to be welcomed as It's all helped in improve air quality within Bristol city centre as part of the clean air zone, And we need to more people walking cycling and wheeling We must also allow for blue badge holders, And of course this is a very important route for Tourists accessing Bristol city centre from Bristol Temple meads station, And the BcR 2 .8 to 3.2 million is to be welcomed, We fully support the west of England mayoral combined transport Authority supporting and funding this bid ,We like to put record our support that the mayor Malvin Rees Bristol and councillor Kye Dudd and Don Alexander have taken to Bring this Scheme forward to remove the private car from the oid city and clean up the city air quality with Metro mayor Dan Norris.

Ian Beckey For Railfuture

David redgewell South west transport Network

Statement: CS13.01

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 13 – A37/A4018 Victoria Street & Colston Avenue Full Business Case (FBC)

Statement submitted by: Councillor Ed Plowden

It is really good to see a long-awaited cycle link along Victoria Street, an important gap in the Network. A design for this was first designed and consulted on just 10 years ago, and with the right political will might have been funded by some of the developments in the immediate area that have taken place.

It is also positive to see the hotel at the end Temple Meads finally being demolished so the path will tie into the reopened infrastructure at that end.

Question: PQ13.01 & PQ13.02

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 13 - A37/A4018 Victoria Street & Colston Avenue Full Business Case (FBC)

Question submitted by: David Redgewell

We welcome the investment A37 A 4018 Bus service corridor, Victoria Street, Bristol Bridge Baldwin Street scheme to reduce Traffic and improve Walking Cycling and bus services and Air quality in central Bristol, In Bus service deal with First group plc Wales and West buses Division. On service 2 and 2a stockwood, Hengrove, knowle, Totterdown Bristol Temple meads station, Bristol city centre, Park street Clifton Down station, Downs Henleaze, Southmead hospital entrance Henbury and cribbs causeway bus station, and the investment by Bristol city council as Highway Authority' And West of England mayoral combined transport Authority and mayor Dan Norris in the scheme through the city Region transport fund,

Question 1: Under the bus service improvement plan for west of England mayoral combined transport Authority and North Somerset council, What commissioning has the Transport Authority carried to improve bus service frequencys on service 2 and 2 a As part of the scheme and other bus service like service 1?

We note and support the bus stop and shelters are being designed for mass Transit options as well as buses and coaches services, The scheme improve bus stop and shelters through a contract with clear channel, With real-time information systems and timetable provision by West of England mayoral combined transport Authority mayor Dan Norris,

Question 2: But as the responsibility for bus shelters are contracted out What provision is being made to make lighting display work on shelters the cleaned and Graffiti removed and real-time information systems are working on the A37 A4018 bus and public transport corridor?

This is a community safety partnership issue and of concern to Women and girls Lgbtg community and Disabled people.

Question: CQ13.01

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 13 - A37/A4018 Victoria Street & Colston Avenue Full Business Case (FBC)

Question submitted by: Councillor David Wilcox

Question 1: This impressive scheme will change the cityscape of Victoria Street for the better. But I do have some reservations about the junctions of Mitchell Lane and Temple Street. There appear to be no giveaway markings for either cyclists, pedestrians or motor vehicles to emphasise the Transport Hierarchy. Can the mayor confirm the layout of these junctions so that conflict will not be designed in, please?



Question: CQ13.02

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 13 - A37/A4018 Victoria Street & Colston Avenue Full Business Case (FBC)

Question submitted by: Councillor Philippa Hulme

Question 1: This proposed cycle lane on Victoria Street is very welcome. Since the Labour administration closed Bristol Bridge to traffic, it's great to see us bringing through a number of measures to improve active travel in the centre - and elsewhere in the city for that matter. Please could Cllr Alexander inform us of any other active travel projects being brought forward?

Statement: PS14.01

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 14 – Frome Gateway Regeneration Framework

Statement submitted by: Ian Beckey

We welcome this report and the new home and the need community adjoining cabot circus especially affordable housing in the city centre And improvements to the Frome valley river, We are also to see that the m32 tyre And pollution run off is being filtered and not running straight into the river Frome We also want to see m standard houses for disabled people and the Regeration of this area of central Bristol.

But we concerned about the level of public transport Network service improvement in the scheme the only bus stops being in St Paul's on route 25 Bristol city centre Broadmead, st Paul's st werburgess ,Eastville, Fishponds Road Fishponds, Daytime 30 minutes no Evening or Sunday service, Or bus stops in Bond Street in both Directions, And Flixbus coaches stop with no shelters But quite a walk for passengers with reduced mobility and partly sighted wheelchair users, Can the public transport Network issues for this Scheme please be added by Bristol city council and the west of England mayoral combined transport Authority on this Scheme Is the public transport and sustainable transport transport assessment for this Scheme, It's not clear in the equilities impact assessment,

I hope some money from 106 agreement and cil can go towards public transport Network improvement and bus and coach shelters

Question: PQ14.01 & PQ14.02

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 14 - Frome Gateway Regeneration Framework

Question submitted by: Suzanne Audrey

Background

It is not clear why this agenda item, which overwhelmingly (and understandably) focusses on the Frome Gateway Regeneration Framework, includes the acquisition of land to the north of Bedminster Green Plot 3. While it seems generous of The ManCo to transfer the land to Bristol City Council for a nominal fee (£1), people may wonder what The ManCo are expecting from Bristol City Council in return.

Question 1: Why is the acquisition of land to the north of Bedminster Green Plot 3 subsumed within an item about the Frome Gateway Regeneration Framework rather than being a separate item on the agenda?

Question 2: Has the specific decision to transfer the land to the north of Bedminster Green Plot 3 (rather than the more general decision to restore part of the Malago) been subject to scrutiny, risk assessment, equalities impact assessment, and ecological assessment?

Question: CQ14.01 & CQ14.02

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 14 - Frome Gateway Regeneration Framework

Question submitted by: Councillor Tessa Fitzjohn

Background

The opening up of the River Malago has been an important goal for many residents, including maintaining Bedminster Green in its entirety. I support the transfer of land from ManCo Management for the completion of the Bedminster Green flood defence and river restoration. However, ManCo and a group of other businesses now own the neighbouring industrial units.

My concern is why is ManCo is giving away this land? Is it that ManCo Management includes one of the current developers already involved in Bedminster Green, and that in return for the land transfer their compensation in the form of s106 or donations to Community Infrastructure Levy could be reduced or even waived.

My other concern relates to the Local Government Act 1972 and section 2 of the Local Government Act 2000, which seem to offer approvals for land transfer of this nature. However, there is an issue, if the land is held within the Housing Revenue Account any undervalue will need Secretary of State consent to the disposal.

Question 1: Can you confirm that Dandara is not part of ManCo, and involved in this transaction in any way?

Question 2: Why is this piece of flood alleviating infrastructure being purchased as part of the Frome Gateway development rather than Bedminster Green?

Question: CQ14.03

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 14 - Frome Gateway Regeneration Framework

Question submitted by: Councillor Ed Plowden

Background

Currently the Bristol Bus station is unable to meet the capacity needs of intercity bus travel, resulting in substandard interchange and boarding facilities for many coach users on the Inner Ring Road. Bus operators report loss of time entering and navigating within Bristol. The Frome Gateway Project is a reasonable walk from both the Bus and Railway stations. A bus interchange somewhere in this area, in close proximity to the M32 could provide a convenient place for a dedicated coach stopping facility and transport hub, which would save operators time, offer better interchange facilities and an active ground floor frontage, as well as potentially reducing congestion on the Inner Ring Road. Currently the Frome Gateway Project barely mentions buses.

Question 1: What Potential is there for this vision for a new coach interchange to be embedded within the Frome Gateway Framework?

Statement: CS16.01

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 16 – Extension of We Can Make area of operation

Statement submitted by: Councillor Tessa Fitzjohn

The purpose of this report is to apply to the Secretary of State to request an extension of the area of operation of the We Can Make project to cover all wards in South Bristol. We Can Make are also seeking to become a Homes England Registered Provider, giving them the opportunity to apply for additional grant funding to support delivery.

I have great respect for Knowle West Media Centre, a unique organisation that has provided many benefits to the surrounding community and Bristol as a whole. We Can Make (WCM) represents an original approach to help solve the housing crisis, including active community engagement and providing skill development to the community. I fully support the extension of community led housing.

However, as the Ward Councillor for Bedminster, I share residents' concerns that this ambitious application will have a detrimental effect on the wildlife habitats that front and back gardens offer in South Bristol. There is clear evidence that urban gardens are a significant habitat for wildlife, providing green corridors in and out of the city. I am also concerned that losing outside play space will reduce the health benefits for children and older people that even the smallest gardens can offer.

As well as this, I am seeking reassurance that there are enough controls in place to ensure that WCM small homes remain as social rentals and won't be disposed of or increased in size.

There is also the question of the difference between a planning application for a WCM home and a resident's application for a small bungalow, for example. I would like to know whether WCM small homes are designed to a specific footprint and height and will go through BCC planning as an individual application.

Can you also please assure concerned residents and Councillors that each WCM application will meet BCC commitment to 30% of its land being managed for nature and to halve its use of pesticides by 2030.

Question: CQ16.01

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 16 - Extension of We Can Make area of operation

Question submitted by: Councillor Chris Jackson

Question 1: It's great to see WeCanMake are expanding - they're a real Knowle West success story. I was pleased to see the BBC nationally cover their work, I hope this inspired other councils follow Bristol's lead on this. If their expansion to the whole of south Bristol is a success, can Cllr Renhard confirm that we would ideally like to work with them throughout the whole of Bristol?

Question: PQ17.01

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 17 - Estate Rationalisation and Disposals

Question submitted by: Dan Ackroyd

Question 1: The following properties are proposed as being moved to the Housing Revenue Account, presumably to eventually be sold off or "disposing the asset on the open market":

1. Chester Park Infant School House
2. St Barnabus Primary School House
3. Compass Point School House

Domestic space attached to a primary school seems like something special and not just to be disposed of. It could be very important as a different, less formal type of space for children, especially for out of school care, or for SEND provision, or for Children's Homes.

My understanding is that by being transferred to the HRA, they could be disposed of by an Officer, rather than a decision taken in this chamber.

Shouldn't these properties be retained by the Council?

Question: PQ17.02 & PQ17.03

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 17 - Estate Rationalisation and Disposals

Question submitted by: Joanna Booth

Question 1: At scrutiny last year, Cllr Asher Craig said she has alerts set up on her email to ensure that no potentially useful property is sold off by the chief executive's estate strategy board. Can she let us know what measures she took to ensure the three properties (two attached to schools) listed in the assets list have been considered properly before being sold off?

Question 2: Land at Winters Lane Lulsgate.

"There have been several approaches from Bristol Airport who are keen to buy the freehold from BCC."

What steps are being taken to maximise the amount of money that the Council gets for this land, rather than it being sold at a "mates rate" to the Airport?

Statement: CS21.01

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 21 – Bristol's first Citizens' Assembly recommendations

Statement submitted by: Councillor Paula O'Rourke

I would like to thank officers for their report, recognising that the work of embedding the recommendations of the Citizens' Assembly was not separately funded, so it was added pressure on officers' already pressed time. Thank you for working so hard on it.

There is a lot to celebrate in how Bristol delivered the Citizens' Assembly and within the world of deliberative democracy it is held as a standard bearer. By working with outside agencies such as Involve and Sortition we have gained knowledge which I hope is now embedded in the Council, making it easier and more cost-efficient to continue to run deliberative processes.

I don't think people read the recommendations and the actions from the citizens often enough. And if there is one thing that I would like to come out of the meeting today, it is to urge anyone listening to go to the Council's website, find the report and read what our citizens tell about how they want the city to grow and develop and describe the Bristol that they want to see brought into effect.

There are 17 recommendations and 93 actions, and they are not dry words in corporate-speak (which we know we fall into), but they are real statements of wishes, written by real Bristolians in real simple-speak - and they are all the more real and clear and sincere for that! To read the report just google "Bristol Citizens' Assembly".

Looking back on the Citizens' Assembly, I feel great pride for what was achieved. Our citizens really stepped up to the bar with 700 applications for the 60 places in the Assembly - that demonstrates a point very clearly - if you persuade people that their voices will be heard and that they can make a meaningful contribution, they will generously give their time to help to run the city - and there is certainly learning for us all in that! City Hall must not be a remote building where the public voice struggles to be heard, but a place of engagement and welcome to our citizens.

We know that the follow-through on the recommendations is not what everyone wanted and there are lessons to be learnt from that. So, let's make sure that we do learn. If we have let the citizens who took part in the Assembly down by not keeping them involved, then we need to pick it up again. We need to show that, although this is the last of the 3 reports promised, we know that the recommendations still have life in them and will continue to inform this and the new administration post May.

I'd like to thank Asher Craig for her commitment to the Citizens' Assembly - and to being a great cross-party colleague. I know we don't usually mention officers, but I feel I need to mention Jon Toy for his egregious hard work on this project and for the real passion he brought.

Question: PQ21.01

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 21 - Bristol's first Citizens' Assembly recommendations

Question submitted by: Dan Ackroyd

Question 1: I am very interested in communication at scale, as I recognise it's a very difficult thing to do well.

Was the Citizens' Assembly a productive use of Council resources and would a different format have been more useful?

As a suggestion towards an answer, maybe list the top 10 things that happened as a direct result of the Assembly taking place, that wouldn't have otherwise occurred.

Question: CQ21.01 & CQ21.02

Cabinet – 6 FEBRUARY 2024

Re: Agenda item 21 - Bristol's first Citizens' Assembly recommendations

Question submitted by: Councillor Paula O'Rourke

Background

There is much to celebrate in this report and the Citizens' Assembly that Asher and I oversaw has set a high standard of how deliberative democracy should be done and we know that it has promoted deliberative processes within and beyond the city.

The citizens certainly set the administration a fine set of challenges. Reading the tracker, I note that there is a fair amount of interpretation and evaluation of the targets. On occasion, a target is not SMART while others are then SMART but not assessed as being the best way forward (e.g., the removal of parking bays). Some, such as bringing buses back into public ownership, are dismissed as being outwith our remit, but no attempt to interpret the intention and use the mandate from citizens to explore bus franchising was made. Generally, progress was slow.

Question 1: While I accept that the 'lessons learnt' recognises that funding needed to have been allocated to this work of embedding the recommendations, and how the challenges of the recent cuts have limited officer time, however, is the Mayor content with the rigour with which the administration adopted the citizens' recommendations?

Question 2: At a panel discussion in the Watershed on the topic of democracy, I was disappointed to hear a panelist say that the citizens in the Bristol Citizens' Assembly felt that they had not been fully informed or involved, post assembly. The report is fairly silent on this aspect and I know that the intention was to keep them updated. Can you please outline what was done to keep the citizens involved, for example, were they written to informing them that this final report coming to Cabinet today?