

CITY COUNCIL

14th OCTOBER 2008

**QUESTIONS ASKED BY MEMBERS OF THE PUBLIC
FOR WRITTEN REPLY (CPR10)**

RQ1 MR P GOODWIN TO ASK COUNCILLOR M BRADSHAW, CABINET MEMBER FOR SUSTAINABLE DEVELOPMENT

WEST OF ENGLAND WASTE MANAGEMENT STRATEGY

Q1. Will the Outline Business Case for the PFI bid by the three remaining West of England partners for Phase 3 of the Draft Waste Strategy include mitigation measures for excess climate change gases arising from the choice of incineration as reference technology, or will those costs be externalised?

A1 The OBC addresses the costs of carbon and this is being factored into the overall cost model

The evaluation criteria for evaluating the tenders will, subject to stakeholder engagement, establish the emphasis which stakeholders wish to place on global warming potential.

Q2. Given that the West of England PFI bid is just one among many for a fixed national pot of PFI credits, can you tell us

(A) whether there is a Plan B in case the bid application is unsuccessful, and

(B) **if so, what the preferred technologies are if the PFI bid should fail?**

A2

(A) An unsuccessful bid would mean that we do not secure the PFI credits which have been calculated at a value of £84m of capital contribution to the reference project. Therefore Plan B is an additional cost to the taxpayer equivalent to having to fund £84m capital.

(B) As I have continually stated there is not a preferred technology. This will only be determined once tenders have been received and have been evaluated against the criteria, which have yet to be determined in liaison with stakeholders.

RQ2 MR P GOODWIN TO ASK COUNCILLOR M BRADSHAW, CABINET MEMBER FOR SUSTAINABLE DEVELOPMENT

Strategic Transport Authority

Will BCC be objecting to the Secretary of State's threat to drop the recommendation for a Greater Bristol Public Transport Authority (adopted by this council as policy) from the Regional Spatial Strategy?

Can I refer you to the report to Cabinet on the 25th September agreeing the Council's response to the RSS. The Draft Regional Spatial Strategy Examination in Public Panel recommended that consideration should be given to the establishment of a Passenger Transport Authority (PTA) for the wider Bristol City Region. The Secretary of State's comments on the Panel's recommendation was that this was unnecessary, as the forthcoming Local Transport Bill will give the power to Local Authorities who wish to work collectively to establish a Joint Transport Authority.

Meanwhile Bristol has worked hard with our partners in the neighbouring authorities to strengthen governance arrangements for transport and these have already paid off with investment by government of £42 million in the Greater Bristol Bus Network. The Council has previously resolved to support proposals for Integrated Transport Authorities (replacing PTAs) in responding to consultation on the Local Transport Bill. The Council does not consider the Secretary of State's recommendation to undermine this ambition, as these powers will be more appropriately placed in the Local Transport Bill. We remain confident that nothing stated in the RSS would prevent the possible formation of a strategic transport body for the sub-region if that was agreed by all partners.

RQ3 MR P GOODWIN TO ASK COUNCILLOR M BRADSHAW, CABINET MEMBER FOR SUSTAINABLE DEVELOPMENT

Temple Meads Multimodal Transport Interchange

Q1. Would you agree that all destinations in Bristol should be accessible from within or outside the city by public transport with no more than one change en route?

A1 The term 'South Bristol Link Road' has not specifically been replaced by 'transport outcome'. I understand the latter term as used in the Secretary of State's Proposed Changes to the Regional Spatial Strategy to include a range of measures across the sub-region that might include targeted infrastructure.

(A) The latter term is used in the Revised West of England Policy HMA 1 where it is stated:-

Action should be taken to:

- tackle congestion on the corridors between Yate and Bristol and between Weston-super-Mare and Bristol and reduce use of the M4 and M5 for local journeys.

- Improve access for all to and from South Bristol and to provide for orbital movement, supporting regeneration and employment growth.

And this action should comprise -

- demand management measures
- sustainable travel measures; and
- if necessary, targeted new infrastructure investment to unlock pinch points.

I therefore do not see any reason to make specific reference to the consultants' recommendation, but you will be aware that the Cabinet have taken the view at their recent meeting that this general reference to 'transport outcomes' does not adequately express the need for appropriate investment in transport in order to support the sustainable growth of the city and the wider sub-region.

- (B) We are working closely with North Somerset Council to ensure that growth in the Ashton Vale area will meet the highest possible standards of sustainability, including its accessibility by public transport, walking and cycling.

Q2. With public consultation due very soon on the two potential 'transport outcomes' between Hengrove and Ashton Vale, and between Ashton Vale and Temple Meads (Rapid Transit),

(A) Would you agree that the benefits of the two public transport proposals together may be significantly more than the sum of their parts, especially in terms of the regeneration of South Bristol?

(B) if so, how that can be factored in to the consultations and the weighing up of the different options?

A2. Both proposals are part of a strategic sub-regional well-connected and integrated network, all of which has been identified as being needed to support sustainable

growth and change in the West of England, the vision for which includes regeneration in South Bristol. There will be the opportunity to input and discuss this during the consultation, but the detailed conclusion about costs and benefits will need further technical analysis.

RQ4 MR P GOODWIN TO ASK COUNCILLOR M BRADSHAW, CABINET MEMBER FOR SUSTAINABLE DEVELOPMENT

'Transport Outcomes' in South Bristol

Q1. Would you agree that all destinations in Bristol should be accessible from within or outside the city by public transport with no more than one change en route?

A1 It is highly desirable that public transport journeys should be possible with the smallest number of changes. However, it is not always feasible or cost effective to make all destinations accessible with no more than one change. You will be aware that experiencing European cities shows that changes at hubs and by mode are feasible with good interchange and signage and ticketing.

Q2. Do you support the concept of what SWRDA describes as a 'state of the art transport hub' at Temple Meads to 'provide a seamless transport interchange integrating the rail services with buses, taxis, airport coaches, cycling, the river bus and rail parking'?

A2 Yes, we want to massively improve Temple Meads interchange and a number of studies have been commissioned by various interests to help understand how this might be achieved. I have met Network Rail to discuss the outline proposals and the Council will work in supporting a range of partners in fulfilling this objective. We also want to examine the scope for other interchange opportunities in our city.

Q3. Would you agree that the development site immediately northwest of the station, currently used for parking, represents the best, perhaps the only, opportunity to provide such an interchange?

A3 Not necessarily. As referred to under answer A2 above studies have considered various arrangements for an interchange. I am aware that there are alternative proposals for development around the Temple Meads and Temple Quay area, which include this area.

Q4. Is the council doing anything to bring the key players (the three First transport companies, Network Rail, SWRDA) together to develop plans for such an interchange?

A4 Yes, the Council has worked with Network Rail, SWRDA and other interests to develop an Area Development Framework (ADF) for the Temple Meads area. This has included consideration of interchange arrangements. I, together with BCC officers, will maintain this dialogue and encouragement.