



**Member Forum – 5.00 – 6.00 pm, 11 November 2014**

**This document sets out details of questions submitted by councillors and the Mayor's responses**

**1. QUESTIONS FROM COUNCILLORS:**

**Procedural note:**

- Councillors are entitled to submit up to 2 written questions.
- Councillors are also entitled to ask a maximum of 2 supplementary questions at the forum.
- If a councillor has submitted 2 questions on 2 separate topics, they may ask both of their supplementary questions on just one of the topics if they so wish, or may ask one question on each of the 2 separate topics. All supplementary questions though must arise directly out of the original question or the reply.
- Replies to all questions will be given verbally. A follow-up written reply will be provided within 10 working days of the meeting.
- Via the group leaders/ whips, each group has submitted their questions in priority order.
- At the forum, the Labour group's "top priority question" will be dealt with first, followed by the respective top priority questions from the Liberal Democrat, Conservative, and Green groups (the sequence is based on the number of seats held by each group), followed by the question from the UKIP councillor.
- After these "top priority" questions have been dealt with, questions will continue to "rotate" between the groups, taken in priority order as submitted by each group.

**The following questions have been submitted:**

**A. Questions from the LABOUR Group (listed in order of priority):**

**LAB. QUESTION 1:**

Cllr Mhairi Threlfall – Maintaining the specification of the Parks and Grounds Maintenance Contract

**LAB. QUESTION 2:**

Cllr Olly Mead- Restoration of Proposed Cuts to Children's Centres

**LAB. QUESTION 3:**

Cllr Mark Brain - Maintaining Pest Control at the Current Level

**LAB. QUESTION 4:**

Cllr Fabian Breckels - Maintaining Sports Development Work

**LAB. QUESTION 5:**

Cllr Sam Mongon - Parks Maintenance

**LAB. QUESTION 6:**

Cllr Ron Stone - East Bristol Pool

**LAB. QUESTION 7:**

Cllr Gillian Kirk - Gainsborough Square Traders and Regeneration

**LAB. QUESTION 8:**

Cllr Chris Jackson - Arena

**LAB. QUESTION 9:**

Cllr Jeff Lovell - The Studio School – Filwood Bid.

**LAB. QUESTION 10:**

Cllr Sam Mongon - No.25 Bus

**LAB. QUESTION 11:**

Cllr Mike Wollacott - Living Wage Accreditation

**B. Questions from the LIBERAL DEMOCRAT Group (listed in order of priority):**

**LD. QUESTION 1:**

Cllr Gary Hopkins - Colston Hall

**LD. QUESTION 2:**

Cllr Clare Champion-Smith - Air Quality Monitoring in Avonmouth

**LD. QUESTION 3:**

Cllr Chris Davies - Mayoral Petition

**LD. QUESTION 4:**

Cllr Mark Wright - Low Emission Zones

**LD. QUESTION 5:**

Cllr Gary Hopkins - Bus Quality Contracts

**LD. QUESTION 6:**

Cllr Clare Champion-Smith - Mental Health

**LD. QUESTION 7:**

Cllr Chris Davies - Residents' Parking Zones and the safety of our children

**LD. QUESTION 8:**

Cllr Tim Kent - European Green Capital

**LD. QUESTION 9:**

Cllr Tim Kent - Council Tax

**LD. QUESTION 10:**

Cllr Anthony Negus - The Mayor and Cabinet

**LD. QUESTION 11:**

Cllr Anthony Negus - Residents Parking Zones

**LD. QUESTION 12:**

Cllr Tim Leaman – Potholes

**LD. QUESTION 13:**

Cllr Tim Leaman – Benefits Advice Service Levels

**LD. QUESTION 14:**

Cllr Neil Harrison - Recycling

**LD. QUESTION 15:**

Cllr Neil Harrison – Green Flag Award for Parks

**LD. QUESTION 16:**

Cllr Glenise Morgan – Teachers

**LD. QUESTION 17:**

Cllr Fi Hance – 20 mph Speed Limits

**LD. QUESTION 18:**

Cllr Alex Woodman – 20mph Speed Limits

**LD. QUESTION 19:**

Cllr Mark Bailey – Cycling

**LD. QUESTION 20:**

Cllr Jackie Norman – Residents Parking Zones

**LD. QUESTION 21:**

Cllr Christian Martin – Hydrogen Ferry

**C. Questions from the CONSERVATIVE Group (listed in order of priority):**

**CON. QUESTION 1:**

Cllr Matthew Melias – Air Monitoring in Avonmouth

**CON. QUESTION 2:**

Cllr Claire Hiscott – St Peter’s EPH Site

**CON. QUESTION 3:**

Cllr Chris Windows – Bristol Bus Service

**CON. QUESTION 4:**

Cllr Wayne Harvey – Bristol Rugby Club Fans Parking

**CON QUESTION 5:**

Cllr Mark Weston – Henbury Loop Lime

**CON. QUESTION 6:**

Cllr. Peter Abraham – Bristol Mayor Referendum

**D. Questions from the GREEN Group (listed in order of priority):**

**GRN. QUESTION 1:**

Cllr Charlie Boltom - Metrobus

**GRN. QUESTION 2:**

Cllr Gus Hoyt – Bus Services in Ashley Ward

**GRN. QUESTION 3:**

Cllr Rob Telford – Low Emission Zones

**GRN. QUESTION 4:**

Cllr Martin Fodor – Bristol’s Good Food Plan

**GRN. QUESTION 5:**

Cllr Daniella Radice – Festivals Forum

**E. Questions from the UKIP. Group (listed in order of priority):**

**UKIP. QUESTION 1**

Cllr Michael Frost - Green Capital

Question(s) to the Mayor from Cllr Mhairi Threlfall, Labour, Eastville

Subject: Maintaining the Specification of the Parks and Grounds Maintenance Contract

(written answer requested)

1. How much of the £500k allocated to the maintenance of parks and grounds budget heading at February's budget council meeting as part of a Labour amendment has been spent so far, what specific work has been done as a result of that spend and what benefits can be expected to result from the spending of the remainder?
2. Has the taking of this contract in-house freed extra resources from this budget heading and if so how are those resources to be used?

Reply:

The Labour budget amendment put £500k back into the Parks Budget for 1 year 2014/15 and therefore the full budget has been spent on the current service without reduction.

From 2015/16 the whole service will be delivered by the Council to a specification that includes a £500k reduction in the budget.

Supplementary Question:

1. Is it possible to get a specific breakdown of where this budget has gone?

If there is an easy way of getting a written answer I will do so, but by maintaining the budget at the level it was at, and by taking it in-house the Council is able to be more in control of the different levels of maintenance in different parks and areas.

Question(s) to the Mayor from Cllr Olly Mead, Labour, Horfield

Subject: Restoration of Proposed Cuts to Children's Centres

(written answer requested)

1. How much of the £500k allocated to the children's centres budget heading at February's budget council meeting as part of a Labour amendment has been spent so far, what specific services have been provided as a result of that spend and what benefits can be expected to result from the spending of the remainder?
2. Have there been any service improvements as a result of the combined effect of savings and the maintenance of the allocated budget at previous levels and if so will these continue during years 2 and 3 of the Medium Term Financial Plan?

Reply:

1. Children Centres were invited to bid for the one off £500k to support transition to the new ways of working. The decision on allocating funds against the bids was made with officers and the Assistant Mayor for People and the outcome shared with the People Scrutiny Commission in September. The detailed allocations are available in the report shared with Scrutiny ([https://www.bristol.gov.uk/committee/2014/sc/sc047/0901\\_9.pdf](https://www.bristol.gov.uk/committee/2014/sc/sc047/0901_9.pdf)). The overall aim was to build the capacity of the sector for the revised operating model.
2. The number of Sure Start children's Centres has been reduced from 32 to 25 since 2010, but the focus of the re-modelling programme was to rationalise the leadership and management of the Centres to strengthen the quality of provision and there has not been a reduction in the actual services offered. Sharper alignment with other agencies has improved coordination of services in a way that improves value for money and makes better sense for families. Every family that needs a Children's Centre service in Bristol is still able to access one in their community and this really is testimony to the calibre of the 25 Children's Centres that remain. Further detail is also available in the report referred to above.

Supplementary question:

1. Could officers make it clear to the public that cuts have been avoided this financial year?

Reply:

I will ensure that is made clear.

Question(s) to the Mayor from Cllr Mark Brain, Labour, Hartcliffe

Subject: Maintaining Pest Control at the Current Level

(written answer requested)

1. How much of the £200,000 allocated to the pest control budget heading at February's budget council meeting as part of a Labour amendment has been spent so far, what specific services have been provided as a result of that spend and what benefits can be expected to result from the spending of the remainder?
2. Bristol is increasingly plagued by seagulls with councillors in Brislington West, Whitchurch Park, Lawrence Hill and Hartcliffe having to deal with resident complaints on this matter therefore how much is being spent on addressing this problem and what increases are planned as part of years 2 and 3 of the Medium Term Financial Plan?

Reply:

1. The Labour budget amendment was to stop the reduction in spend which means that we have continued to provide the same service as previous with the same budget.
2. The budget identified for Gull egg replacement is £35k pa. This will continue to be the amount spent for years 2 and 3.

Supplementary questions:

1. We have heard from Pest Control officers in the community that the budget has been cut, so can officers be reminded that it has been maintained?

Reply:

Yes.

2. Gulls are an endangered species on the coast, but a menace in the City centre – can an imaginative solution be found to move them from City to coast?

Reply:

If anyone has an imaginative idea, I will definitely consider it.

Question(s) to the Mayor from Cllr Fabian Breckels, Labour, St George East

Subject: Maintaining Sports Development Work

(written answer requested)

1. How much of the £100,000 allocated to sports development budget heading at February's budget council meeting as part of a Labour amendment has been spent so far, what specific work has been done as a result of that spend and what work can be expected to take place as a result of the spending of the remainder?
2. Is there a revised expected level of cut in year 2 of the Medium Term Financial Plan and if so what is that revised figure?

Reply:

1. The Labour amendment reduced the level of reduction from 2014/15 for one year from £200k to £100k. Therefore the reduction of £100k meant we have reduced the number of staff development officers and reduced the number of activities we can run in a year.
2. The Cut to be made in 2015/16 on Sports Development is £200k and plans are being drawn up on how this will be achieved

Supplementary question:

1. Could we have more detail about the services that will be saved by the buffer, and those that will be lost by the cut next year?

Reply:

I will let you have that in writing.



Question(s) to the Mayor From Cllr Sam Mongon, Labour, Windmill Hill

Subject: Parks Maintenance

(written answer requested)

Our bid to become European Green Capital for 2015 rightly highlighted that Bristol has one of the highest percentages of open green space of any major UK city. In the bid Bristol City Council pledged to “support communities’ decision making about local parks and green spaces”.

1. Considering the potential damage next year’s £500k cut to park service budgets will cause, can the Mayor, and Green Party Councillor Gus Hoyt - the cabinet member responsible for parks, assure the residents of Windmill Hill that they will support communities’ decision making, that the quality and quantity of maintenance will continue in their parks and green spaces and that Victoria Park will not lose its beloved park keeper either during Green Capital 2015 and any subsequent year?

Reply:

The reduction of £500k is being made which will result in some elements of changes throughout the City. We are looking at what sites need a site presence and on what basis and how this will be delivered. For some parks having someone on site all day will continue, whereas for other sites this will be carried out on a city-wide Parks team basis as the most effective way to deliver the service.

Supplementary question:

1. Will Victoria Park have a dedicated park keeper?

Reply:

I shall let you know.

2. Considering the fact Park Maintenance was brought in-house was to spend two years working out what we want in terms of maintenance, keeping £500k within the budget while we decide, and considering the lack of transparency on the impact of Green Capital, that money would be better spent on parks instead?

Reply:

There will be a huge number of initiatives during Green Capital, some of which will be parks-based, so parks and play will benefit. Of course the more money we have to spend on parks, the better our parks will be, but given the situation around local Authority funding, we have to do things differently to deliver minimum levels of services, and bringing services in-house will give us more control over what we will do.

Parks are one of our greatest resources in the city, and I would like to make sure they are accessible to all the citizens, so I can assure you we will not let them deteriorate.

Question(s) to the Mayor from Cllr Ron Stone, Labour, St George West

Subject: East Bristol Pool

(written reply requested)

1. What is the latest progress for a replacement pool for East Bristol at Speedwell site?
2. Is the proposed funding for the project still identified in our capital programme and ring fenced as previously requested?

Reply:

The East Bristol pool is a scheme identified in Appendix A of the approved Capital Programme, i.e. it is a 'project that is in development'. As such it would progress to the main capital programme on approval of the full business case and confirmation that all funding was in place. Until this work is complete it would not be possible to confirm when a formal public announcement could be made. At this stage, no capital or revenue funding is confirmed, however, £0.5m has been spent to date on feasibility studies and developing the business case. Discussions are on-going with Sport England with regarding options to progress the project. Potential capital and revenue costs are currently being assessed as part of the development of the business case.

Question(s) to the Mayor from Cllr Gillian Kirk, Labour, Lockleaze

Subject: Gainsborough Square Traders and Regeneration

(written answer requested)

We welcome the investment put into the regeneration work in Gainsborough Square, Lockleaze which has included a redesign of the green space, and surrounding roads. However the building work has created disruption to the traffic, parking and pavements on the Square since April this year and the work has been delayed so will be continuing perhaps another 4-6 weeks beyond the expected completion date.

The long construction period has had a serious economic impact on several small businesses on Gainsborough Square who have suffered loss of trade, reduced takings and are having to pay the same bills and overheads as usual despite their income being greatly reduced.

The purpose of the regeneration work was to bring new investment into Lockleaze and bring the economic boost it has needed for a long time. Our concern is that the future of these existing small businesses will be seriously undermined so negating the very objectives of the regeneration scheme.

1. Will the mayor intervene to ensure that BCC provides compensation to these vital small businesses, on a selective basis, to mitigate the impact of this long period of construction work on small businesses in Gainsborough Square?"

Reply:

Gainsborough Square has benefitted from substantial new investment over the last year, with the construction of the HUB, bringing new residents and a new community facility to the square, and major public realm improvements to the external roads and central green space. The highway works were scheduled to last 6 months from 28 April 2014, with completion due at the end of October. The road works are due to be completed by the end of this week, so just 2 weeks over the original contract period. The road closure for the final surfacing was due to be 8 days, but due to bad weather last week this will now be 11 days. Landscape and play area works are due to be completed this winter as originally programmed.

It is inevitable that during such a major work programme there will be some disruption, particularly for the premises that front onto the square, but this has been kept to a minimum. Pedestrian access round the square has been maintained at all times. The buses have continued to service the area as normal, with the exception of the last week during the road closure, when the highway resurfacing works were undertaken. Service access has also been maintained at all times. Kerbside parking has been reduced, but additional car parking for the shops etc has been provided at the former police station.

A number of the businesses have already contacted the Council with concerns that the works have significantly affected their trade and have asked about the possibility of compensation. They have been directed to:

- the Valuation Office Agency, with regard to possible Business Rate relief
- Retail Relief of up to £1000 from BCC, as part of a national scheme, which they could be eligible for if they do not already receive full Business Rate Relief.

Finally, in addition to any rebates they may receive from Business rates etc as outlined above, we plan to undertake some improvements to the shop frontages as part of the next phase of the public realm works. These will be subject to detailed consultation with all the businesses over the next few months. This will provide much needed investment into the future of the retail area, which it is understood is essential for this community.

Question(s) to the Mayor from Councillor Chris Jackson, Labour, Filwood

Subject: Arena

(written answer requested)

1. Can the Mayor explain why The Arena has suddenly been deleted from the work programme of the Place Scrutiny Commission and transferred to OSM? Was it a legal, or constitutional reason or was there a councillor problem with the matter going before Place Scrutiny?
2. Late changes of this kind make everyone suspicious – can I have the Mayor's assurance that all decisions concerning the Arena and public funding will be open, honest, and transparent?

Reply:

1. The Arena project had previously been reviewed at Place Scrutiny on 31.07.14. At that meeting it was requested that the project come back to Place Scrutiny in November when the Preferred Operator had been selected.

In addition to this there was also a request to the Section 151 Officer for the project to be reviewed at Business Change Scrutiny on 15.09.14, where officers presented a financial update on the project.

Where requests from Scrutiny on the same matter come from two or more different Scrutiny bodies the Service Director-Legal and Democratic can decide where appropriate to channel these requests via one Scrutiny group, in this case OSM.

2. I can assure everyone that we are being clear and transparent on the project, which is why we are taking a paper to Cabinet in December on the Preferred Bidder selection. We will also return to Cabinet when the Building Contractor is selected. As a public body we have a difficult balance to maintain between keeping people updated on the project whilst at the same time protecting its commercial sensitivity, for example in the selection of the operator which has been a commercial negotiation with private sector organisations.

Question(s) to the Mayor from Councillor Jeff Lovell, Labour, Filwood

Subject: The Studio School – Filwood Bid.

(written answer requested)

I see that Filwood has for a second time lost the bid for a Studio School at The Park. The first scheme was turned down so a new bid was made with a much larger ambition. But this failed too.

1. What is the Mayor's view?
2. Given that South Bristol and Filwood are among the most deprived areas of the city would it not have been a good idea to have the skills based studio school in that area?

Reply:

There is support for the principle of providing learning opportunities in the City that meet the needs of all young people. University Technical Colleges and Studio Schools can offer different approaches to learning with strong links to employability skills. We would want any new provision to work closely with existing schools and providers.

Studio Schools are required to have a wide reach area and the Council encouraged the Studio School team to consider a central location to ensure good access. In addition, there is a strong improvement trend in secondary schools in South Bristol and the Council would not want to see a disproportionate impact on one locality.

Question(s) to the Mayor from Cllr Sam Mongon, Labour, Windmill Hill

Subject: No.25 Bus

(written answer requested)

1. Since April the removal of the No. 25 bus services has further marginalised our communities and causes particular problems for older people and those without access to a car. An integrated transport system should not just connect communities with the city centre but with each other. Will the Mayor negotiate the reintroduction of this lost bus service with First Bus or other operators, as a matter of urgency?

Reply:

It is agreed that a comprehensive network of bus services would feature a variety of different services, with a mix of high frequency radial routes and other services that make connections between communities and local shopping centres. A large proportion of the Council's budget for supported bus services is focused on connecting communities on (non-radial) orbital style routes, which the bus operators do not deem to be commercially viable.

Many of the journeys previously made on service 25 can still be made on service 24, which also had its frequency enhanced. The lost direct connections, primarily to/from St Pauls/St Werburgh's and Bedminster/Lockleaze can still be made by connecting with other buses in the central area.

The supported bus service budget is fully committed. However, even if funding for a replacement service were available, the Council cannot contract a service that would compete with the other commercial alternatives, which could potentially put those services at risk of withdrawal. There remains commercial provision (albeit through connecting buses) covering all of the former route of the 25.

The Council has discussed with First whether a commercial solution can be found to replace the lost connections, this ultimately remains a commercial decision for the bus operator.



Question(s) to the Mayor from Councillor Mike Wollacott, Labour, Brislington East

Subject: Living Wage Accreditation

(written answer requested)

In light of the commitment expressed by the Mayor in Living wage week, will he reconsider the lukewarm commitment to Living wage accreditation, and ensure that he gives a firm direction of travel, that

- 1) Bristol City council is committed to become a living wage accredited employer and,
- 2) that he will actively promote the benefits of the Living wage in the wider business community in Bristol and the surrounding area.

Reply:

The Council has committed to become a Living Wage Employer, as stated in our 2014/15 Pay Policy Statement (“Development Priorities”). We have made huge progress towards this: the Living Wage Supplement was implemented for all our employees with effect from 01 October 2014.

The matter of Living Wage Foundation (LWF) accreditation is not a straightforward one. Firstly – as noted in the legal advice contained in the report to Full Council on 16 September 2014 – we need to be certain that the law permits us to impose contractual restrictions on our contractors in respect of staff pay. Secondly, we need to assess which of our existing contracts may be impacted by such a requirement: in some, staff may already be paid above the Living Wage; in others, prevailing market conditions may mean that this is not the case. Moreover, the LWF expectation that we will seek renegotiation of all affected contracts within 2 to 3 years of accreditation may present difficulties, not least for lengthy contracts (such as those arising under PFI agreements , which pre date my time as Mayor) where there are still many more years to run. The moral argument for pursuing LWF accreditation is compelling. However, the over-riding consideration for the Council must be affordability, adopting the Living Wage as a basic contractual requirement will introduce further cost pressure at a time when our funding continues to be reduced and demand on our services continues to increase. On some contracts, there is more than likely to be a trade-off between incorporation of the Living Wage and reducing contract specification in order to maintain affordability.

The Fairness Commission recommendation was clear that Bristol's story on the Living Wage should not just be about the Council, but about involving all local employers, large and small and across all sectors. By necessity, our current focus is an internal one. But increasingly we will be talking to other organisations and our partners across the city, using our story to encourage others to follow suit.

My belief is that the national minimum wage has to be aligned to the living wage, if the very real issue of competition in some low paid industries is to be addressed.

Question(s) to the Mayor from Councillor Gary Hopkins

Subject: Colston Hall

The Liberal Democrats' investment in the Colston Hall Foyer has been a great success, as has the trust. The venue has already undergone a major face-lift thanks to the work done under our administration but the interior of the building and the auditorium are still in urgent need of improvement. We in fact built the foyer very effectively on a reduced budget and set up the trust. Some of the £45 million needed to finish the second phase of redevelopment can come from borrowing by the trust against profits and there are also very, very good prospects from lottery funding. Commercial sponsors are interested and Stephen Williams MP is lobbying government. What is missing at the moment is a modest but clear commitment from Bristol City Council that will attract other funds. This needs to be in the capital plan for next year or the chance will be lost. Although £45 million seems a lot of money it is easily doable given the various sources of funds but unless there is clear commitment from the Council it could potentially all collapse. Will the mayor please state his plans for the Colston Hall?

Reply:

I am aware that Bristol Music Trust has aspirations at this stage to develop Colston Hall but whichever option is chosen there is insufficient funding available to pay for it. The Arts Council England have indicated informally that they may make £10m available for future development. It is expected that the City Council would be expected to at least match this.

The Trust has been active in seeking external investment into the project. As well as the Arts Council negotiations have been conducted with the Heritage Lottery fund who have indicated a potential contribution of around £4.5 million to the Trust's preferred option scheme

The Trust also has an indication of £1 million from a private trust and have pledged to raise a further £3 million from private sources. BMT has demonstrated a commitment to this by investing in the services of a PR company with strong Westminster connections with an agreed programme of activity over the next 2 years. They have also commissioned advice on the feasibility of generating income by selling naming rights to the building from leading sponsorship brokers BDS. The Trust have been in contact with other private funders in an attempt to assist the Council to identify acceptable financing solutions for the project. None of these has so far come up with a solution that does not require a substantial payback of any loaned funds.

I am not in a position to make a firm commitment from BCC at present, but the project is classed as Tier 3 priority for the 2016/17 Mayors Capital Programme- under the description of:

“ Mayoral Vision - Vibrant Bristol ref- C-PL-48 -Contribution towards the refurbishment of Colston Hall- £5m.”

My concern is that this £5million may not be enough, and a successful revamp is likely to require something nearer to £20million contribution from the Council.

In the current climate, and with other commitments, not least of all the major investment in the Arena, a game changing addition to the City’s cultural offer. This is something that will have to be addressed in the next Mayoral Term.

Supplementary questions:

1. Councillor Hopkins said it was his understanding that a figure less than £20 million is what’s needed from the Council to lever in alternative funding and asked if there can be a guaranteed figure of less than that agreed in this year’s budget.

Reply:

I can’t guarantee it in this year’s budget.

2. Are we in a position where the Mayor is refusing to put any capital sum into Category 1 for the Colston Hall this year?

Reply:

I can’t put £10 million into Category 1 for the Colston Hall this year.

Question(s) to the Mayor from Councillor Clare Campion-Smith

Subject: Air Quality Monitoring in Avonmouth

My Lib Dem colleague, Cllr Tim Leaman and I, have recently raised objections to the proposed Avonmouth biomass power plant over concerns for public health. In 2010 plans for a biofuel plant in Avonmouth were also rejected by the City Council's development control committee after objections were raised by the Liberal Democrats at the time. My Liberal Democrat colleagues and I understand the need to reduce the burning of fossil fuels and the importance of finding sustainable ways of generating energy but this plant is not the answer to our energy problems. With the right safeguards in place, sustainably sourced biomass can make a useful contribution to renewable energy. However at present I am not satisfied that the potential dangers have been addressed and I cannot accept the increase in health problems related to the inevitable increase in air pollution. There is now an online petition that calls on the Council to start continuous air quality monitoring in Avonmouth. Will the mayor agree to sign this e-petition and will he take any immediate action to address the concerns of the people in Avonmouth and the surrounding areas?

Reply:

The mayor can't sign a petition to himself, nor can he interfere in planning decisions.

The Council has already put in place 1 air quality monitoring site for 3 months and the Environment Agency have put in an additional monitoring site for 3 months. The results will be analysed and shared back with the community in the new year. We have also agreed to extend our site for a further 9 months so we will have air quality monitoring taking place for a year until summer 2015. We will continue to monitor the outputs and take appropriate actions

Supplementary question:

1. How will the communication happen with the people with Avonmouth?

Reply:

We will communicate as widely as possible to try to ensure the whole community is reached.

Question(s) to the Mayor from Councillor Chris Davies

Subject: Mayoral Petition

Bristol Liberal Democrats have launched a petition to demand equal rights for Bristol to choose how the council is run. In early 2012 Bristol was the only city to vote to be governed by a Mayor. Turnout was lower in Bristol than the other cities taking part, due to there being no local elections here on the same day, and the result was very narrow (13% for, 12% against.) Since then many have woken up to the consequences of the new system and want to have their say, having seen how it works in practice. Other cities have had reversal referendums, with some choosing to ditch the system and some choosing to keep it. Uniquely Bristol does not have that right. Will the Mayor support this petition (<http://tinyurl.com/bristolmayorreferendum>) in the interest of democracy?

Reply:

I absolutely support people's democratic right to choose.

Yes, the people of Bristol chose the Mayoral system by a relatively narrow margin last time, and I think if they had the choice again - having seen the benefits of clear, visible, accountable leadership – they'd prefer to stick with it. I know this not to be the view of some in your party, however yes, Bristol citizens should have the same rights as those in other English cities.

Question(s) to the Mayor from Councillor Mark Wright

Subject: Low Emission Zones

1. There is now an online petition that calls on the council to investigate a Low Emission Zone in Bristol city centre as a matter of urgency. With air quality levels in the city centre being adversely effected by large polluting vehicles there is an increasing need for the issue of air quality to be addressed as a matter of urgency. Will the mayor agree to sign the online petition?
2. In response to a question from my colleague Cllr Alex Woodman on a Low Emission Zone at the last Full Council, the mayor referred to a City Council bid, submitted to the Department for Environment for Food and Rural Affairs, for funding to carry out research into the freight requirements in the old city with a view to helping small and medium sized businesses deliver by lower emissions means. Is the mayor able to give any update on this research at this time?

Reply:

1. We are continuing to investigate the viability of introducing a Low Emission Zone (LEZ) within the City. Given the significant initial capital expenditure required and ongoing revenue cost of implementing a LEZ, a robust, evidenced based approach is being followed before a scheme is committed. A European funding bid is currently being developed to potentially provide a source of funding to deliver an LEZ initiative within Bristol. In the meantime, we are continuing to work with bus operators to reduce emissions, operate a freight consolidation centre which delivers goods to the city centre by electric vehicle and invest significantly in zero emission modes of transport – walking and cycling.
2. We are still waiting to hear back from Government regarding the outcome of our bid. We will report back when the announcement has been made. We are working with the freight industry on issues such as a freight consolidation centre and electric vehicles.

Question(s) to the Mayor from Councillor Gary Hopkins

Subject: Bus Quality Contracts

Quality contracts have the advantage of being able to provide a totally unified, integrated network, with common standards of publicity, fares levels, ticketing etc. The North East Combined Authority (NECA) has in the last few weeks devised a plan for a bus quality contract scheme. The NECA has said the aim is to have the scheme in place by April 2017. There is also evidence that the 'threat' of a quality contract scheme has encouraged bus operators to work more assiduously to create more far-reaching and imaginative partnership proposals. Given that the mayor at the last Full Council refused to give an opinion on bus quality contracts as no other local authority had gone down this route at the time, will he now state whether he will push Bristol to go down the same route as the North East Combined Authority?

Reply:

Although the submission of a Quality Contract Scheme (QCS) proposal is a development in this area, the progress of the scheme is still uncertain. This will be dependent on the judgement of the QCS Board on whether the scheme satisfies the "public interest" criteria, which could be further appealed. It is therefore too early to determine whether this is an example to follow.

However, whilst the implementation of a QCS in the North East (should it happen), would demonstrate the ability to deliver it under the legislation, it does not necessarily follow that it is the right solution for Bristol. A report which covers this issue was included on the agenda for Place Scrutiny on 23 October (deferred to 17 November). I would welcome Members comments on this having considered all the issues it raises.



Question(s) to the Mayor from Councillor Clare Campion-Smith

Subject: Mental Health

At least one in four people will experience a mental health problem at some point in their life. We are the only party nationally planning to put equality for mental health treatment front and centre of our manifesto, with £500 million in additional funding and a commitment to treatment for mental health conditions to be brought into line with other NHS services with the introduction of the first ever waiting time standards. It is important to know how many people have different mental health conditions in Bristol to effectively plan services. Currently, only a minority of people with mental health conditions receive treatment at all. How many people in Bristol have different mental health conditions and are there any figures on how many people with mental health conditions receive timely treatment in Bristol?

Reply:

At least one in four people will experience a mental health problem at some point in their life. We are the only party nationally planning to put equality for mental health treatment front and centre of our manifesto, with £500 million in additional funding and a commitment to treatment for mental health conditions to be brought into line with other NHS services with the introduction of the first ever waiting time standards. It is important to know how many people have different mental health conditions in Bristol to effectively plan services. Currently, only a minority of people with mental health conditions receive treatment at all. How many people in Bristol have different mental health conditions and are there any figures on how many people with mental health conditions receive timely treatment in Bristol?

Information about the prevalence of mental health conditions is contained in the Joint Strategic Needs Assessment and in a Bristol Mental Health Needs Assessment for Adults that was produced in 2011. Headline figures are that for adults (16+) in Bristol there are, during the course of a year, approximately 30,000 with severe mental health conditions requiring secondary care (i.e. specialist) intervention, approximately 49,000 with mental health disorders that are manageable in primary care (i.e. GP services), and some 9,000 with single condition mental health conditions that may need some secondary care support. Bristol Clinical Commissioning Group have recently recommissioned community Mental Health Services for Bristol residents. Information about the timeliness and quality of treatment services forms part of the contract monitoring set out in the specifications. Bristol City Council separately commissions a range of voluntary and independent organisations, a number of which provide advice and practical support for people with Mental Health needs irrespective of their eligibility for Council funded social care.

National data about timeliness of access to psychological therapies is currently being developed by the Health and Social Care Information Centre. The Health and Wellbeing Board is committed to improving mental health and to supporting high quality and timely treatment for those with mental health conditions. There are 1372

people in Bristol who have, as a primary care need, a Mental Health need which have been assessed as being eligible for funded social care from the City Council. Of these approximately 442 are aged between 18 and 64, and 930 are aged 65 and over. Of the total, 665 people are living with Dementia. The Council does not differentiate further between Mental Health conditions.

Question(s) to the Mayor from Councillor Chris Davies

Subject: Residents' Parking Zones and the safety of our children

Persistent lobbying by Knowle Councillors achieved agreement and funding in 2013 at Neighbourhood Partnership, for a pedestrian crossing outside Ilminster Avenue Specialist Nursery School/ Primary EACT Academy School, a second crossing in Axbridge Road outside Tesco Store, and a one-way system outside of Knowle Park Primary School. It was judged that all three schemes were essential and urgent, and should be provided as soon as possible. Since then no progress at all has been made by Highway Management Team and we have been told by the department that they were totally occupied with the implementation of the Mayor's Residents Parking Zones. Sadly one child has already been involved in an accident at the Axbridge Road site. Does the Mayor put RPZ above the safety of our children? Will he instruct staff to prioritise this work and get these road traffic schemes in place as a matter of urgency?

Reply:

The development of a proposed zebra crossing in Axbridge Road has been subject to lengthy discussions with a local supermarket throughout the design process.

In particular, issues regarding deliveries to the supermarket were not straightforward and have taken some time to resolve.

We also need to resolve land ownership issues outside the supermarket, as we cannot accept the maintenance responsibility for the area where delivery vehicles park but we do need to have control over an appropriate width of footway running alongside the carriageway.

We have now resolved the issue regarding deliveries and identified a way forward regarding land ownership, although this needs to be formally agreed by both parties.

As a result, informal consultation with the local community is now underway and we will do everything that we can to progress this scheme quickly.

We are also looking into the possibility of installing a pedestrian crossing in Ilminster Avenue, although this scheme is at an earlier stage of development and the number of vehicle entrances, driveways and junctions in the area make it particularly complex.

Whilst we accept that these schemes have taken longer to progress than we originally anticipated, this is due to their complexity and is not connected to the Residents' Parking Scheme programme, which is delivered by a separate group of officers.

Question(s) to the Mayor from Councillor Tim Kent

Subject: European Green Capital

I am aware that you are expecting £7 million from the government to help fund our city's status as the European Green Capital next year. You repeatedly suggest that this money is a result of action taken by you. Will you now confirm that the money is in fact a result of the lobbying by Stephen Williams MP, the Liberal Democrat MP for Bristol West?

Reply:

I can confirm that BCC has now received the £7m grant funding from Government. I appreciate the support of Stephen Williams and our other MP's in helping to secure this funding, which I first asked for at a meeting with the Prime Minister at 10 Downing Street last year. Bristol's bid to become European Green Capital has always received strong cross-party support and I am sure this will continue to be the case as the 2015 programme is delivered.

Question(s) to the Mayor from Councillor Tim Kent

Subject: Council Tax

In the local elections in May we called on the mayor to freeze council tax for two years, saving families an average of £125 and pumping an extra £10 million of government grant into the city economy. The vast majority of councils across the country have been freezing council tax and we were able to freeze it for two years when we ran the council without making cuts to vital services. Freezing council tax puts money back into people's pockets. Why did the Mayor decide to raise council tax and reject the grant money on offer from central government, just to put more money into council reserves?

Reply:

As the pressure from this period of unprecedented austerity has intensified (and is likely to continue until the end of the decade), all councils are having to make increasingly difficult decisions to balance protecting hard-pressed taxpayers and maintaining local services. Rejecting the council tax freeze grant puts the council's finances on a more stable and sustainable base:

- Raising council tax increases the council tax base now and for future years. Accepting the Freeze Grant would have undermined future spending plans.
- The freeze grant compensated authorities for only a 1% increase.

Therefore to accept the grant would have created an additional shortfall in funding of £1.5m in 2014/15 and £3m in 2015/16 and in every year thereafter.

Question(s) to the Mayor from Councillor Anthony Negus

Subject: The Mayor and Cabinet

I am sure the mayor has heard the news that Greater Manchester will have a mayor introduced without any referendum. Bristol was of course one of only ten cities on the same day in 2012 to vote 'yes' to introducing the mayoral system. The 'Greater Manchester Agreement' as it is known, will lead to the introduction of a mayor who will be held to account by a Cabinet comprising of the ten local authority leaders within the Combined Authority – the deal also cites the need for a strengthened city-wide scrutiny function. Before Bristol voted for the mayoral model, reports would have to be signed off by the Cabinet Member responsible, but it is now all too often the case that reports are not even shown to the Cabinet, let alone signed off on. Why is the mayor ignoring the talents available to him in his Cabinet?

Reply:

Article 5 of the Council's constitution, sets out the roles and responsibilities of the Mayor and Cabinet.

The Mayor is responsible for all executive functions that are not the responsibility of any other part of the Council.

He is required to appoint between 2 and 9 Councillors in accordance with the Local Government Act 2000, one of which must be the Deputy Mayor, which he has done. Assistant Mayors receive regular briefings from Officers on items in the Forward Plan which will be taken at Cabinet and via briefings to the Executive Board.

Assistant Mayors advise and assist on matters within their portfolio and present reports relating to matters within their portfolio to Cabinet meetings, although ultimately, all decision making is by the Mayor alone.

I enjoy an excellent working relationship with my Deputy Mayor and 4 Assistant Mayors, whose advice I greatly value and who all make a significant contribution to both programme and policy.

Question(s) to the Mayor from Councillor Anthony Negus

Subject: Residents Parking Zones

I was pleased to hear the mayor's agreement at Place Scrutiny on 15<sup>th</sup> Sept to my request to consider RPZs as Community or Neighbourhood Parking Schemes. This thereby acknowledges the need to provide for local key workers at schools, care homes and nursery schools and to ensure that local businesses can continue to operate viably in our neighbourhood. Cllr Bradshaw added that this was 'work in progress', yet the BCC website makes no reference to any possible variation and still refers only to 'builders' as qualifying for roving trade permits. Now that the finances and usage of each of the three RPZs in Cotham ward has been disclosed, is the mayor ready to assure the people of Cotham ward that one size does not fit all and that a little flexibility can be introduced within this system during the working day to sustain our local community?

Reply:

We have always recognised that Residents' Parking Schemes provide a range of benefits to the whole community and not just to residents. The programme has developed considerably since the introduction of the Kingsdown scheme over three years ago.

Since this time, we have introduced the customer permit, which enables people that need to park close to the business that they are visiting to park in the permit holders' bays, we have increased the number of permits available to local employers, including schools and community organisations and we have introduced citywide permits.

The citywide traders' permit is intended for use by people who need to transport heavy or bulky equipment in the course of their work at properties in residential neighbourhoods and who may need to park in permit bays very close to the property to access tools or materials and/or to park for more than the maximum stay permitted in pay & display bays.

The list of eligible trades is reviewed on a regular basis with each new request being carefully considered by the project team before a decision is made. However, there are many alternative options available for people whose occupation is not on the list and we are seeking to encourage people to make use of either alternative modes of travel or the pay & display bays provided in each scheme area wherever possible.

Question(s) to the Mayor from Councillor Tim Leaman

Subject: Potholes

For many years questions have been raised in relation to the quality of repairs to potholes. As you are aware, it was announced earlier this year that as many as 8,000 potholes will be fixed in Bristol over the next year thanks to Liberal Democrats' pressure in government. A total of £434,819 has been allocated by the Coalition to the area in order to improve the surfaces of roads and fill in potholes. How much money, if any, has been spent to date?

Reply:

I can confirm that all of the additional highways maintenance funding allocated to Bristol has been fully spent well within the timeframe set by the Government. Detailed information on where this money has been spent is available via the Council's website but as there was no backlog in defect repairs and we are consistently meeting our repair target of 10 working days, the funding was allocated to the preventative maintenance surfacing programme in line with best practice from the Government's Highways Maintenance Efficiency Programme. The surface dressing programme was delivered over the summer months and was the largest surfacing programme in Bristol in recent times.

We are currently repairing all reported defects from our statutory safety inspections and reported defects from the Councillors, Public and Stakeholders within the guidance and contractual timescales.

As there is no. Please find attached link for the recent statement sent to the Department of Transport which is also advertised on the council website.



Question(s) to the Mayor from Councillor Tim Leaman

Subject: Benefits Advice Service Levels

Welfare Rights & Money Advice Service (WRAMAS), the Council's in-house team of welfare advisors, offers support to the most vulnerable citizens of Bristol to increase their income by claiming the correct benefits and to address their debts. Every £1 spent on the service generates about £8 per annum in increased income for Bristol citizens. It is unfortunate that the mayor chose to cut deeper than he had to at the last budget negotiations. Will the mayor confirm whether it is possible to maintain this valuable service and ensure no further frontline posts at WRAMAS will be cut?

Reply:

The reduction of £150k is part of a much larger reduction of £700k within the wider Housing Solutions area. There will be a loss of 3 or 4 FTE but this can be mitigated by 2.2 current vacancies. Longer term we will be reviewing how the council both provides and commissions (from voluntary organisations) advice services. The budget will be £500k from 2015/16 compared to £650k commissioned services. The reduction includes a reduction in management capacity and how do we deliver training to support workers. Services to the most at risk will be maintained, but lower priority casework will be reduced.

Question(s) to the Mayor from Councillor Neil Harrison

Subject: Recycling

As I am sure the mayor is aware, when the Liberal Democrats ran the Council we pushed recycling rates up above 50% in the city. Interestingly, Green Party controlled Brighton now ranks 302nd out of 326 councils for its recycling record. Will the mayor please update councillors on what Bristol is now doing to improve its recycling record?

Reply:

For background, the recycling rates for the last five years were:

2010 – 38%

2011 – 43%

2012 – 49%

2013 – 44%

2014 – 47% (half of the year so far)

Our contractor Kier has responsibility for delivering initiatives and campaigning to improve recycling rates. They send out materials to remind residents what to recycle, and are looking at other ways to continue to improve the participation in partnership with ourselves and Resource Futures.

In addition to this we are working in partnership with the West of England to seek funding from Department of Communities and Local Government for further initiatives.

We are also working with Central Governments waste department (WRAP) to see how we can deliver further initiatives in partnership with them.

Further work also continues in our Household Waste Recycling Centres to ensure that as much can be recycled as possible through identification of recyclable items by site based staff.

Question(s) to the Mayor from Councillor Neil Harrison

Subject: Green Flag Award for Parks

Our bid to become the European Green Capital included the fact that 11 parks in Bristol had at the time achieved excellent 'Green Flag status'. But the funding for their accreditation has now been cut to save a few thousand pounds. Why has the mayor allowed this to happen?

Reply:

The City is proud to have a large number of beautiful parks and the green flag status of many of them is testament to the investment the Council and communities puts in to keeping them as well cared for as they are. The administration of Green flag is quite a commitment on the Council and given the pressure on its resources we need to concentrate our resources on maintaining them to a high quality.

We are currently exploring the merits of other recognition systems that can be used to evaluate our Parks so we are looking at Green Flag and other comparable award scheme via the Royal Horticultural Society.

Question(s) to the Mayor from Councillor Glenise Morgan

Subject: Teachers

1. With increasing demands on teachers it is vital that schools are led by teachers who are healthy, motivated and happy in their roles. Across the country it is increasingly difficult to find suitably qualified teachers who are capable of taking on the stress and challenge of improving under-performing schools. Will the mayor highlight what steps the Council is taking to ensure that the health and wellbeing of our teachers are properly supported?
2. The Liberal Democrats are committed to a “parental guarantee” – so that every parent can be confident that their child will be taught a core curriculum by a properly qualified teacher. These plans have been strongly supported by both the National Association for Head Teachers (NAHT) and the Association for School and College Leaders (ASCL) – who between them represent the overwhelming majority of head teachers in this country. What measures, if any, are being taken by the Council to ensure all our teachers are given proper training to achieve the level of qualification needed to teach our children in the city?

Reply:

1. The prime responsibility for the health, motivation and happiness of teachers rests with school leaders and governors. The Local Authority supports school leaders and governors through providing policy guidance, training and signposting services such as the Employee Assistance Programme and Occupational Health.
2. Bristol is fortunate to have a variety of high quality teacher training providers including local universities and teaching schools. Through the Learning City developments, there is work underway to develop resources to support Bristol schools, particularly in disadvantaged communities in recruiting high quality teachers and school leaders. Through Trading with Schools, Bristol teaching schools and local universities there is a wide range of professional development opportunities for Bristol teachers and leaders to help retain and develop education professionals in the City.

Question(s) to the Mayor from Councillor Fi Hance

Subject: 20mph Speed Limits

I am sure the mayor agrees that 20 mph limits save fuel, lower emissions and pollution levels and improve traffic flow. Where 20 mph speed limits have been introduced will he explain:

1. What effect has there been, if any, on slower traffic speed?
2. What reduction has there been in the number of collisions and the severity of road injuries and what is the estimated saving in crash prevention annually?

Reply:

1. International studies have shown that 20mph limits save fuel, reduce emissions and pollution levels and improve traffic flow. In Bristol, monitoring of the pilot 20 mph areas (study findings March 2012) showed that 65% of roads saw a reduction in average speed and that this reduction amounted to 1.4 mph in the Inner South area and 0.9 mph in the Inner East area. A reduced speed limit of 20mph therefore helps reduce actual speed and consequently helps reduce the frequency of collisions that cause more serious injuries. If average speeds reduced by 1 mph, the collision frequency would fall by approximately 6%.
2. It is too early to show the effects of the current rollout as the central phase is still less than a year old and trend data is required to show the effects, given the relatively small number of reported casualties per year. However, evidence from other cities can be used such as Newcastle City Council where it has reported a reduction in casualties of 56% from the first 3 phases of their 20mph pilot areas, introduced in 2007 and the imposition of a blanket 20mph limit in Graz, Austria in 1994 produced a 30% reduction in collisions.

The cost of the 20mph rollout is small in comparison to the potential cost savings. The cost of each collision according to the reported Road Casualties in Great Britain, DfT 2011 is as follows: Fatal collision - £1.83m, serious collision - £215,000 and slight collision - £22,500.

Other research also suggests that 20mph limits are effective at reducing casualties. A study undertaken by the University of Durham shows that 20mph zones and limits are effective means of improving public health via reduced collisions and injuries. Not least, those in more deprived neighbourhoods are at greater risk of injury as pedestrians being struck by a motor vehicle and children are at particularly elevated risk when compared to children living in more advantaged neighbourhoods.

Casualty reduction and reducing the misery and grief that result from collisions is one component of the rationale for 20mph. However, it should also be noted that lowering the speed limit will not only help make the streets safer for all roads users, but it is also aimed at increasing sustainable active travel as streets become safer creating calmer communities making them more pleasant places to live and reduce anti-social road noise.

Question(s) to the Mayor from Councillor Alex Woodman

Subject: 20mph Speed Limits

Does the mayor agree with me that 20mph speed limits:

1. Make people feel more confident about being on their local streets and enables children and the elderly to travel independently and safely?
2. Encourages motorists to drive more slowly and that if they more slowly at a steady pace consumes less fuel and produces less pollution?

Reply:

1. Slower speed on roads will help to make walking and cycling more attractive options, help reduce severity of collisions and create calmer communities. The 20mph rollout is not a stand-alone project and forms part of a package of transport measures to help improve travel in and around Bristol. Other projects include cycle infrastructure improvements, adult and child cycle training, Travel West website, travel plans and community grants all of which support the reduced speed limit.

The British Crime Survey consistently shows that speeding traffic was perceived as the greatest problem in local communities (Poulter, 2007). A recent study by the Policy Studies Institute showed a decline in children's independent mobility and, in the UK, obesity is an increasing problem. The reductions in average speeds as a result of a 20mph speed limit will help people feel more confident about being on their local street and enable children and older people to travel independently and safely. Calmer road speeds also help to make walking and cycling more attractive options, leading to less traffic congestion, better health, less noise and more social interaction.

A reduced speed limit will help give people the confidence to use road space in a different way. A study (Appleyard, 1981) found that people living on streets with low traffic speed and volume knew more of their neighbours and had stronger social networks compared to residents on streets with high traffic volumes and speeds. This study was replicated in three residential streets in Bristol (Hart and Parkhurst, 2011) with similar findings.

2. If vehicles are travelling at a more constant speed they are changing gears less, using less fuel and spending less time at junctions and traffic lights. Motorised traffic finds it easier to merge and more vehicles get through junctions as there is less space required between vehicles.

Vehicle emissions are variable and depending on the size of engine and driving styles. The pilot areas showed a negligible effect on pollution. Reducing motorised traffic speeds can also encourage people to walk and cycle more for

local trips which reduce emissions. In addition, the study undertaken by the Centre for Transport Studies Imperial College London, April 2013 showed the estimated impacts on vehicle emissions of a 20mph speed restriction in central London were negligible. As more cities across the UK and Europe adopt 20mph (or 30kph) manufacturers will undoubtedly respond to ensure that the gearing of cars supports this speed at optimum fuel consumption.



Question(s) to the Mayor from Councillor Mark Bailey

Subject: Cycling

1. The number of people cycling to work in Bristol doubled between the 2001 and 2011 Census. However cycling currently represents a 2% share of journeys made across the country. Cycling can play a big part in helping people live healthier lifestyles: more cycling will help people be less sedentary and be more active. What more can we do as councillors to encourage people to go about the city on their bikes?
2. Around 300 cyclists have been seriously injured on Bristol roads over the last 10 years. Will the mayor highlight what steps Bristol City Council is taking to ensure that proper support and guidance is given to all those who wish to travel by bike?

Reply:

1. Councillors can encourage more people to cycle by working with the Transport teams to provide valuable local knowledge to ensure that there is good provision for cycling within their wards. They may decide to allocate some of the Neighbourhood Partnership devolved budget to support the development of the Cycle Network as set out in the Cycle Strategy. Devolved funds in particular may be used to support the development of "Quietways". I would also urge Councillors to get involved in local cycling initiatives, such as training events and schools activity. Lastly Councillors may also want to lead by example and cycle more themselves.
2. The casualty rate is reducing when we consider how many more people are cycling. We train large numbers of Year 5 and 6 children in Bikeability and aim to train half of all children in this age-group by 2020. We also offer adult cycle training, which has received very positive feedback from many who say this makes them feel safer and more confident and as a result cycle more. Our Cycle Strategy sets out to develop a network which makes it more attractive and safe for more people to cycle by reducing traffic conflict and perceptions of road danger.

Question(s) to the Mayor from Councillor Jackie Norman

Subject: Residents Parking Zones

1. I am sure many people are aware that the residents of Morgan Street in St Pauls have successfully campaigned to have their street taken out of the St Pauls Residents' Parking Zone. Reports have also surfaced that residents of Victoria Square in Clifton are threatening to follow the example of Morgan Street. Is it likely that the right given to the residents of Morgan Street to opt out of their RPZ will be given to other areas who demand for their streets to be taken out of a proposed RPZ?
2. Is the decision to allow the residents of Morgan Street to opt out an admission that the mayor's one size fits all RPZ design has failed and that in the future, any introduction of an RPZ should only happen after residents have themselves asked for one?

Reply:

1. Morgan Street has not been taken out of the St Pauls RPS. The action of a few residents has merely delayed the implementation of the scheme in that street. Residents of Morgan Street can and already have applied for permits. However, until the scheme has been fully installed they may not be able to park in Morgan Street as no parking bays have been designated for use by residents.

If vehicles without permits park in Morgan Street, the Council will not be able to enforce, which effectively means that Morgan Street is the only street in the St Pauls area where anyone can park for free.

I am well aware that the protestors do not represent the views of everyone in the street or the wider community and will continue to make efforts to ensure that the RPS becomes enforceable in Morgan Street.

2. As explained above, there has been no decision to remove Morgan Street from the scheme. Once the decision has been made to implement an RPS the Council will make every effort to install the scheme.

Question(s) to the Mayor from Councillor Christian Martin

Subject: Hydrogen Ferry

Hydrogen is the most abundant element in the universe. At the last Place Scrutiny Commission in October, a report on ferry operations in the city included the following statement on the hydrogen ferry:

*“The project, as originally commissioned by BCC, was a demonstration of innovative green technology for an efficient electric powered, zero emission boat on the Harbour...”*

*“The hydrogen fuel cell ferry did serve Bristol well in adding to our credentials as a candidate for European Green Capital. The technology was proven to work reliably and safely, and to deliver zero emissions. The project stimulated national and international interest, recognition and awards from the marine industry.”*

1. In light of this report, we also learned that the cost for the temporary hydrogen re-fuelling station was £59,000. By abandoning the technology to deliver hydrogen fuel, has the mayor not prohibited all further opportunities for us to showcase hydrogen run forms of transport next year as the European Green Capital, namely via buses, taxis and boats?
2. The success of the r&d investment on the hydrogen boat has given us international credibility for pioneering hydrogen technology and puts us in a very good position to secure a sizeable grant from the Government OLEV fund to enable the construction of a permanent refuelling station enabling us to bring on line more hydrogen fuelled modes of transport. Will the mayor fully support the application for this funding and commit to making a policy statement on hydrogen investment in Bristol before Green Capital arrives?

Reply:

I have not abandoned hydrogen as one of a number of new potential options for ultra-low emission fuel technology for Bristol and will continue to explore funding opportunities, including through OLEV. However, I am not prepared to throw yet more Bristol taxpayers money at a project with no demonstrable commercial prospects and no clear market interest. I am prepared to work with a range of possible partners to see if there is an appetite for investment in the short term. When there is more information forthcoming from OLEV, I will make a further announcement.

Question to the Mayor from Councillor Matthew Melias

Subject: Air Monitoring in Avonmouth

1. We welcome the news that air quality monitoring in Avonmouth is being extended but – considering the sensitive nature of the area – does the Mayor not accept that there is still a need to establish a permanent monitoring station there instead (a view expressed by Members at last Wednesday's Development Control Committee)?

Reply:

We have committed to 12 months of monitoring and during that time we will be analysing the results at which point we can then review what is needed for the future and then act appropriately.

Supplementary Question

1. Does the Mayor believe in permanent air quality monitoring at Avonmouth to mitigate against pollution in the ward?

Reply:

Having extended from 3 months to 12 months, it will be kept open to review whether to extend further.

Questions to the Mayor from Councillor Claire Hiscott

Subject: St Peter's EPH Site

1. The Mayor will recall his commitment "to create self-contained and well-defined neighbourhoods that have vibrant local centres..." set out in "A Vision for Bristol" under the section relating to his ambition to "Building successful places." Can the Mayor reassure the residents of Manor Farm that any disposal of the former St Peter's EPH site in Horfield will adhere to these guiding principles so that at least part of this redeveloped building is retained for community use?
2. Will the Mayor agree to call a halt to the current plan favoured by Council Officers so that a proper, detailed examination and discussion – involving all potentially interested parties – can take place to determine the best way forward in this matter?

Reply:

1. I can reassure the residents of Manor Farm that Council officers are aware of the long-standing requirements of the local community and local councillors for a building for community use within the Manor Farm area. I understand that Council officers from Property and Neighbourhoods have met with Councillor Hiscott to discuss the requirements of the local community and have recently received a more detailed specification of what is required of the community facility. Officers are now working together to determine how a community facility could be both funded and accommodated within the site as part of a larger residential development. The site was declared surplus by People Directorate as part of the "Review of Residential Care Project" on the basis that any capital receipt received from the disposal of the St Peters site is to be reinvested in to the project which further complicates the funding issue.
2. I can assure Councillor Hiscott that no detailed plan has yet been put in place by officers for the redevelopment of this site but that I am planning to attend on site with you and your local residents next week on 18<sup>th</sup> November. I would reiterate that officers are working together to determine how a community facility can be both funded and accommodated within the site as part of a larger residential development. The site is identified as a site suitable for residential development within the adopted Site allocation and Development Management Policies of the Bristol Local Plan adopted July 2014 and therefore officers are taking the site forward on that basis. When more detailed proposals have been developed these will then be discussed with local councillors and the neighbourhood partnership as part of a consultation process.

Questions to the Mayor from Councillor Chris Windows

Subject: Bristol Bus Service

Many of my local residents experienced, and still are experiencing, severe disruption regarding the decision of First Bus to unilaterally cut the No. 20 bus service from Brentry to the City Centre. After repeated protests, lobbying, and a petition, First Bus restored a partial service from the Centre to Westbury Village and completely ignored the needs of those living in Brentry.

Since then, Wessex Buses have stepped into the breach and extended their 508 service from Sea Mills through Westbury, onto Brentry before dropping down to Southmead. The problem is that the service isn't as frequent and doesn't cover a lot of the route of the former 20 service. The bus service we have is disjointed and not being run in the best interests of the community. I would like to ask the following questions:

1. Members have long been promised a definitive account on the options of introducing either Quality Contracts or Quality Partnerships into the City. Where is that report?
2. Which option does the Mayor currently prefer?

Reply:

1. The report was included on the agenda for Place Scrutiny on the 23 October and is available on the Council website in the papers for that meeting. The item was deferred from that meeting until the next Place Scrutiny on 17 November.
2. The Council has historically had voluntary and statutory quality partnership arrangements with bus operators, most recently establishing a series of statutory quality partnerships for the GBBN corridors. The growth in patronage on GBBN corridors has demonstrated the success of this approach, and it is the currently proposed method for securing MetroBus services.

The report referred to above considers the pros and cons related to the implementation of Quality Contracts. Fundamental to the progress of a QC is the satisfaction of the public interest criteria. This process will be tested by the recent submission of a QC proposal by the North East Combined authorities, although the determination of public interest will of course vary around the country depending on the state of bus service provision.

The bus climate in Bristol, featuring a recent fares reduction and growth in patronage, is perhaps not indicative of an area needing the intervention of a Quality Contract at the present time.

Supplementary question:

1. Would the Mayor agree that the bus service does not adequately serve the citizens of Bristol?

Reply:

I couldn't agree more that it doesn't adequately serve the citizens of Bristol, and this is because of the deregulation of buses in the 1980s. The bigger answer would be re-regulation, via the level of devolution being offered to Manchester, with a trans-authority transport model. We subsidise as far as we can afford to do so.

Question to the Mayor from Councillor Wayne Harvey

Subject: Bristol Rugby Club Fans Parking

1. Can the Mayor tell me what (if any) consideration he has given to my idea of opening the Long Ashton Park & Ride site for fans parking on Bristol Rugby Club match days?

Reply:

Yes, this has been considered, although there are a number of difficulties in making this happen, not least that the site is in North Somerset, is not wholly owned by Bristol City Council and has a planning restriction preventing its use for park and walk purposes. In addition there is no safe pedestrian route from the site to Ashton Gate. Fans would have to walk down the A370, which would be dangerous in the dark during the winter. We do need to consider what would happen when demand for normal use of the site grows, which it will inevitably do as residents' parking displaces commuters from residential streets and people wish to take advantage of the new park and ride services into Clifton and extended opening times of the site. We also need to ensure the site is available during busy periods such as in the lead up to Christmas. So, whilst the idea is certainly a good one, there are a number of steps that need to be taken, primarily by the Rugby Club should it wish to pursue this alternative, but I do welcome the move to address matchday parking pressure for both football and rugby matches.



Questions to the Mayor from Councillor Mark Weston

Subject: Henbury Loop Line

There seems to be widespread political support across the West of England for improvements to the sub region's rail infrastructure, including the much-wanted Henbury Loop. However, determined, proactive ambition for a Loop from the Local Enterprise Partnership seems to have been conspicuously lacking. In fact the SEP submitted to Central Government barely mentioned the Henbury Loop at all, and omitted to fully explain its vital economic benefits. Therefore, can I ask following:-

1. What steps has the Mayor taken, including the lobbying of Government and the LEP, to bring forward the Henbury Loop at the earliest opportunity?
2. What guarantees can the Mayor give that the sale of the Port Company freehold will not jeopardize the development of the Henbury Loop?

Reply:

1. The LEP and the West of England authorities are committed to taking forward work on the Henbury Line.

Officers are working to develop the business case for establishing passenger rail services on the Henbury loop line as part of MetroWest phase 2. The current timetable anticipates services starting in 2021, however we are exploring opportunities to bring forward the scheme opening date.

Given the potential differences in capital costs, operational efficiency and revenue support requirements both spur and loop options are being developed. This will allow us to make an informed decision about the scheme we take forward to delivery.

2. The sale or otherwise of the freehold of the Port land has no implications at all in relation to either rail freight or passenger connections in the area.

Supplementary question:

1. What conversations have you had with the Port so we can have the Loop and at the same time celebrate the success of the Port?

Reply:

The only conversation I've had has been to ask do they have reservations about the Henbury loop, and their only reservation was if it had a level crossing at the entrance to the Port, which would disrupt their work. But as long as they don't have a level crossing, they have no objections to the Loop.

2. The SEP submitted to central government only included one line about the Henbury Loop. With 8,000 houses being built in the north of the City the Loop line is needed as early as possible, so what steps are being taken to bring forward investment in the Loop, and to strengthen the SEP?

Reply:

The West of England Partnership are working closely to make sure we give as much priority as possible as this. It is unlikely to overtake the Portishead line in priority, but we are doing everything we can to encourage the Department of Transport to bring completion earlier than 2021.

Question to the Mayor from Councillor Peter Abraham

Subject: Bristol Mayor Referendum

You may be aware of the “Petition on a Bristol Mayor Referendum” which calls for Bristol to have the same right as other cities to have a future referendum on whether to keep the post of elected Mayor or abolish it.

1. Does the Mayor agree with me that the people of Bristol deserve to have the same rights to determine how their city is governed as every other city in England?

Reply:

I absolutely support people’s democratic right to choose.

The people of Bristol chose the Mayoral system by a relatively narrow margin last time, and personally I think if they had the choice again - having seen the benefits of clear, visible, accountable leadership – they’d be very happy to stick with it.

But yes, they should have the same rights as citizens in other English cities.

Supplementary question:

1. Can you make an exception to not signing petitions in this case?

Reply:

I will give serious consideration to it.

Question(s) to the Mayor from Councillor Charlie Bolton

Subject: Metrobus

In view of the leaked report that highlighted the fact that the Metrobus project has had to shed some £9m from its budget, because the tender was higher than anticipated;

1. Can the mayor tell us if the same assumptions about tendering have been built into the other parts of the project? (and therefore is there a possibility of similar levels of overspend on these ?)
2. How big an overspend on Metrobus is acceptable?

Reply:

1. There are significant delivery risks associated with the construction of a guided busway and the restoration of a historic bridge structure that is in extremely poor condition. The tender prices we received back reflected the changes in market conditions and the contractor's assessment of the construction risks.

The tenders for the remaining elements of the MetroBus Programme are more straight-forward in engineering terms and the indications are that the returns we have received are all within the available project budgets.

2. There is no acceptable level of overspend on any project.

Delivery of large infrastructure projects brings with it a whole range of risks. It is the responsibility of officers to manage these risks and report back if the costs cannot be contained within the budget.

The overall £200m MetroBus programme is funded by the Department for Transport (DfT) with local contributions from the three councils involved. However, we also have a unique agreement with the DfT which allows us to reallocate funds within the programme, if required, to ensure the full benefits of the MetroBus network will be realised.

Any funding above the agreed limits for the MetroBus schemes would require further cabinet decisions to be reached in an open and transparent way, but it is not my intention to get to such a position.

Supplementary Question:

1. Given this was disclosed through a leak, is the secrecy surrounding this acceptable, and will the changes be published?

Reply:

It was commercially sensitive information that could result in extra costs and so it is right it is kept confidential.

2. Given it is a big public project, does the Mayor think the people have a right to know what's going on?

Reply:

People know what's going on, but we can't reveal commercially sensitive information relating to tenders at the wrong time.

Question to the Mayor from Councillor Gus Hoyt

Subject: Bus Services in Ashley Ward

The 25 bus service that ran through Cllr Telford's and my ward was a vital link for many people, particularly for older residents and those with disabilities. It connected our residents with the city centre, but also went through to Ashton Gate, meaning residents could visit friends and family on the other side of the city by bus.

Since the ending of this service in April, we have seen service standards fall – in terms of reliability and quality. Residents inform us of overpacked buses that are sometimes over 25 minutes late. At times, people are left at bus stops as there is no way of physically fitting them onto the bus. Residents have formed a campaign and collected signatures on a petition that you will be receiving later today in the Full Council meeting.

Myself and Cllr Telford have been in dialogue with First Bus about new services which they told us were being planned for the affected areas – St Pauls and St Werburghs – but they have said that due to the Romney Avenue bus link being delayed, they cannot yet provide them.

We welcome the steps that First Bus have taken to reduce fares, but what steps can the Mayor take to ensure that residents of St Pauls and St Werburghs get an improved bus service that is reliable and able to cope with passenger numbers?

Reply:

Council officers have also discussed with First whether a solution can be found to replace the lost connections of the former 25 service, although this ultimately remains a commercial decision for the bus operator.

In addition, the Council has raised concerns following reports of reliability problems on services 5 and 24. First have confirmed that they are reviewing the timetables to improve reliability on these routes. Improved reliability would spread the passenger loadings and allow the operator to determine the capacity requirements.

Whilst the withdrawal of the 25 did remove direct journey opportunities to/from the St Paul's/St Werburgh's area, all journeys can still be made through connections with other services in the Centre or the Eastgate Centre.

It comes down to the issue of trying to operate a bus service in the City when we are not in full control of it.

Supplementary question:

1. Before we get re-regulation of buses, can we ask First to communicate with local Councillors before services are cut, so local residents can be prepared, and can the Mayor help with these communications?

Reply:

That is a very helpful suggestion, and I am sure First will pick up on that. They have a new Regional Director with a great reputation for engagement and I expect we will get a higher level of communication.

Question to the Mayor from Councillor Rob Telford

Subject: Low Emission Zones

We must urgently address Bristol's poor air quality (AQ). The Council recently hosted an International Air Quality Masterclass, this both highlighted Bristol success in coming first on the EU award technical assessment for the monitoring of AQ, yet at the same time, failing to meet minimum EU standards.

Will the Mayor now demonstrate some resulting action that and implement a Low Emissions Zone during the Green Capital Year in 2015 to prevent large vehicle polluters (buses and freight and high emission personal vehicles) from the city centre?

Reply:

We are continuing to investigate the viability of introducing a Low Emission Zone (LEZ) within the City. Given the significant initial capital expenditure required and ongoing revenue cost of implementing a LEZ, a robust, evidenced based approach is being followed before a scheme is committed. If you have a Congestion Charge infrastructure, a LEZ becomes much easier as it can use the same camera network.

A European funding bid is currently being developed to potentially provide a source of funding to deliver an LEZ initiative within Bristol. In the meantime, we are continuing to work with bus operators to reduce emissions, operate a freight consolidation centre which delivers goods to the city centre by electric vehicle and invest significantly in zero emission modes of transport – walking and cycling.

Supplementary questions:

1. If it is easier once there's a Congestion Charge, can we introduce one?

Reply:

When I came into office, I considered a Congestion Charge and resident's parking, and I felt RPZ was the best way in overall terms to deal with the problem. It would be one step too far, at this stage, to introduce a Congestion Charge. Although the possibility of some form of road pricing is bound to remain on the longer term agenda.

2. Is there a timetable for the LEZ?

Reply:

There isn't a fixed timetable; it depends on the funding we can achieve.



Question to the Mayor from Councillor Martin Fodor

Subject: Bristol's Good Food Plan

Bristol has rightly gained wide recognition for its work on good food.

It supported development of the "Who Feeds Bristol" report, via Bristol Green Capital Partnership grants, which revealed the takeover of food retailing by supermarkets. It set up the Bristol Food Policy Council, thus enabling detailed, credible debate on the issues needed to get better food for the city.

Now the "Bristol Good Food Plan" has been published and is widely commended. The city also hosts the Food Connections Festival annually which has widespread recognition for its scope and debates. But the council has not adopted the "Good Food Plan" as policy.

Will the Mayor agree to pass the plan into council policy so that procurement, planning, markets, waste initiatives, and public health functions can gain the support of formal policy endorsement?

Reply:

I welcome this question because it gives further profile to the excellent "Who Feeds Bristol report". This report was in fact directly commissioned and funded by Bristol City Council and NHS Bristol working in partnership. It was endorsed by Bristol Green Capital Partnership. Bristol, quite rightly does have a very good reputation for its work on this issue and this is a very influential report.

The Health and Wellbeing Board – of which Bristol City Council is a partner - has recently had an engaging discussion on the food system, because this is one of the 10 priorities within the Health and Wellbeing Strategy. This may not be unique, but it is quite unusual for Health and Wellbeing Strategies.

This is a complex issue, with many people and organisations involved. As the Local Authority, we do not direct this agenda. Much of this work takes place outside of the Council and other statutory bodies. The purpose of the Bristol Good Food plan is to enable every organisation in the city to examine how they can influence the food system and where they take action. And that includes us.

As a Local Authority we invited an expert Peer Review team to look at our contribution to the work on good food. The recommendations from the visiting team are being reviewed by senior officers. We have also helped to ensure that food is a theme within Bristol 2015 Green Capital despite the fact that the European Green Capital award does not include measures relating to food. What we need to do is to make sure we support and nurture the Good Food work and influence what we can, where we can. I know that there has been some very significant BCC officer input into this work. I have asked officers to investigate the implications of adopting the Good Food Plan and to report back to me.

Supplementary questions:

1. Could the Council or Mayor agree to endorse the Good Plan so it becomes a stronger document and strengthen initiatives?

Reply:

I have asked officers to investigate implications of doing so and report back to me, and I can't give you an answer until then, but would hope we could.

2. Could you give a timescale for a response?

Reply:

Approximately three months.

Question(s) to the Mayor from Councillor Daniella Radice

Subject: Festivals Forum

Two years ago, and in response to cuts to the Council's Events team, the Council helped set up a Festival Forum. A recent consultancy report has highlighted the limited capacity of the group, suggesting that they would even need to outsource their ticketing function.

We would like to know what the Council's strategy is to improve the long term viability of the Festivals Forum?

and what is your policy on commissioning core festivals in a way that will support a variety of event providers who are members of the Festivals Forum?

Reply:

The Festival Forum was formed 5 years ago and was set up to provide an improvement network for event/festival organisers working across Bristol with the aim to enable individuals and organisations in the sector to share information, resources and best practice.

Recently the Forum applied for charitable status and set up as a formal organisation and currently the Forum is made up of a voluntary Board, and currently one staff member paid for by UWE.

The majority of the forum members run festivals in the city, some of which are already funded by BCC, or who have embedded projects funded by BCC, however membership of the Forum does not guarantee or influence decisions around the awarding of public money to those members.

In 2013 the BCC Arts, Event and Film Team enabled and supported the Forum entering into a 3 year Service Level Agreement for the lease of a building in Bristol city centre. As result a premises (No1 Unity St, Bristol) was secured, which now provides a base and hub for festivals and events in the city and the forum's members, offering affordable office and meeting space and promoting shared learning and strategic development. The festivals all pay a small membership fee and this goes into the development of the space.

The Festivals hub is also supported by BCC's Discretionary Rate Relief Policy. The Festivals Forum was awarded Discretionary Rates Relief (DRR) given at 100% year 1 (2014) & 95% year 2 (2015). The decision was taken to support the hub outside of the policy due to its significant role it plays on the cities creative ecology. Most of the festivals and events in the city are members of the Hub which is a powerful group of

organisations and producers. Their joint working is intended to save money long term with joint resource for Box Office, Monitoring and evaluation tool development.

The Box office project is stated and budgeted for within the Festival Forum's 2013 business plan and was also presented as part of the bid to be awarded rent relief. This project aims to provide an on-line box office function for festivals and events in the city, improving access to shared audience data and the financial sustainability of the hub.

BCC Arts, Events and Film Team will continue to support the forum to develop current processes and improved ways of working in line with their existing business plan and monitoring of their service level agreement.

In addition to the above the Arts Events and Film Team support the Festival Forum and its members in the following ways:

- The team allocate £3500.00 public funding towards 'festival marketing' with the aim to support a joined up approach to the promotion of Bristol's festival and events and to increase the profile of the city's offering on a national and international level.
- Hold 1-1 meetings with the Festival Forum's Chair offering support and guidance to develop current processes and create new or improved ways of working and .
- Attend Festival Forum member networking meetings (a minimum of 4 per year).
- Where appropriate and as necessary the Arts, Events and Film Team will signpost members of the Forum to appropriate funding and sponsorship opportunities, including to cultural grant making bodies. Other more specific (and often smaller) funding streams will also be discussed and where sought, offer advice on income stream generation is provided by the team.
- The Site Permissions Team provides extensive advice on event applications, sustainability of sites, and impact upon the environment, contracting, health and safety requirements, lead local consultation, carry out pre and post event inspections for outdoor events and when necessary manage the reinstatement of grounds to event organisations holding festivals outdoors.
- The Arts team are currently discussing providing funding support of £5000 towards the development of the fundraising for the data capture/box office project, due to two previous applications the Festival Forum submitted to Arts council England not being awarded.

**and what is your policy on commissioning core festivals in a way that will support a variety of event providers who are members of the Festivals Forum?**

BCC remain committed to the notion that any community's and city's strength lays in its people and therefore continue to encourage and support the involvement of individuals from all parts of the borough toward its animation.

BCC continually aspire to further draw together organisations from the council and community, cultural and commercial sectors, to look at the development, enhancement and publicity of existing and potential events within the community, as well how we can further support those groups when they want to hold events.

**Question(s) to the Mayor from Councillor Michael Frost**

**Subject: Green Capital**

A resident of my ward has emailed me to present the following question for your response.

"I reside in the ward of Hengrove and have today been listening to Radio Bristol and the mayor discussing the Green Capital City initiative for 2015.

During those conversations there appeared, confusion might be best to describe, the ending of the contract with company originally brought in to deliver 2015.

The reporter was questioning if / why the company had effectively been sacked from that role but the Mayor was strong in his insistence this company / person had not been sacked but that the contract had come to the end and not been renewed. This, rights or wrongs of which I am not aware is often the case. However, when questioned further it was seemingly revealed that the person / company had been paid the 'normal severance.'

Please forgive me but severance is not paid when a contract expires.

At a time services have been cut in the city, especially to the most vulnerable in an apparent drive to save monies I would like this situation made clear.

1. Was severance paid and if so
2. How much was paid?

Reply:

Bristol 2015 is a limited company and does not fall within the governance arrangements of BCC. As such the Board of 2015 is responsible for decisions of this nature and not Council Officers or the Mayor.

Regular updates for Councillors occur, of which there were two today at 12 and 2pm, who want to be kept up to date in 2015.

Supplementary questions:

1. Was severance paid, and if so how much?

Reply:

I don't know how much, but think it was the standard one month's salary.

2. Was the person sacked or did the contract expire?

Reply:

The contract was ended at a point when their principal role had been completed.