



Member Forum – 5.00 – 6.00 pm, 20th January 2015

This document sets out details of questions received from councillors, and responses from the Mayor

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 Threlfall – Fast Food Takeaway outlets

LAB. QUESTION 2: Cllr Wollacott – Democracy

LAB. QUESTION 3: Cllr Stone – Bristol's Housing Crisis

LAB. QUESTION 4: Cllr Wollacott – Living Wage Accreditation by the Living Wage Foundation

LAB. QUESTION 5: Cllr Kirk – Reducing residential respite beds at the Bush

LAB. QUESTION 6: Cllr Mead – Bus Routes to isolated communities

LAB. QUESTION 7: Cllr Milestone – WRAMAS Benefits Advice and support for tenants in arrears due to the Under-Occupancy Charge (Bedroom Tax)

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

LD. QUESTION 1: Cllr Hopkins – Council Constitution

LD. QUESTION 2: Cllr Negus – Recycling and Waste (enforcement)

LD. QUESTION 3: Cllr Martin – Transport

LD. QUESTION 4: Cllr Leaman – Mayor’s Budget

LD. QUESTION 5: Cllr Janke – Elected Mayors

LD. QUESTION 6: Cllr Wright – Air Quality

LD. QUESTION 7: Cllr Bailey – Mayoral Achievements

LD. QUESTION 8: Cllr Champion-Smith – Mental Health & Unemployment

LD. QUESTION 9: Cllr Davies – Council Restructuring

LD. QUESTION 10: Cllr Morgan – Clinical Governance

LD. QUESTION 11: Cllr Harrison – Avonmouth Wind Turbines

LD. QUESTION 12: Cllr Hopkins – Waste

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

CON. QUESTION 1: Cllr Melias – Avonmouth Railway Station

CON. QUESTION 2: Cllr Eddy – Local Transport Schemes delivered through Neighbourhood Partnerships

CON. QUESTION 3: Cllr Weston – Cribbs Causeway Expansion

CON. QUESTION 4: Cllr Weston – Devolution & Transport Policies

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

GRN. QUESTION 1: Cllr Hoyt – Carriageworks Development in Stokes Croft

GRN. QUESTION 2: Cllr Bolton – Ethical Investment Policy

GRN. QUESTION 3: Cllr Fodor – Energy Clean Cities

GRN. QUESTION 4: Cllr Malnick & Radice – Resident request for 20mph speed limits on Kellaway Avenue

GRN. QUESTION 5: Cllr Telford – Air Pollution

GRN. QUESTION 6: Cllr Fodor – Blacklisting

GRN QUESTION 7: Cllr Bolton – Metrobus

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

UKIP. QUESTION 1: None received

Question(s) to the Mayor from Councillor Mhairi Threlfall

Subject: Fast Food Takeaway outlets

The National planning policy framework states that:

“The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities.”

As such, 21 Local Authorities in England and Wales have policies or draft policies designed to restrict hot food takeaways to help curb obesity in their local area. The most common policies include exclusion zones of 400m around schools and restrictions on how many hot food takeaways can operate along a high street/shopping strip. Bristol’s own policy, the health and wellbeing strategy states that to help regenerate local communities and contribute to our local economy, Bristol must ensure “neighbourhoods are planned and designed to support healthy lifestyles.”

Given the local campaign in Fishponds to take ownership of their local community, and the potential implications, would the Mayor look to:

1. implement the interventions as laid out in study by the Greater London Authority, Takeaway Toolkit, particularly the Supplementary planning documents, to limit development of fast food outlets in Bristol as specifically recommended in Healthy Lives, Healthy People, the national public health strategy?
2. implement a 400m exclusion zone around schools within Bristol, to act as guideline for future planning applications?

I would like a written reply please.

Reply:

I fully support the residents of Fishponds in wishing to restrict fast food operations.

Bristol has its own recently adopted planning policies which deal with health impacts including those specifically related to takeaways. The Site Allocations and Development Management Policies Local Plan was adopted at Full Council in July 2014. Policy DM14 says:

‘Developments that will have an unacceptable impact on health and wellbeing will not be permitted’.

I have asked that the planning committee takes full note of this in their decisions.

Policy DM10 says:

'Takeaways in close proximity to schools and youth facilities will not be permitted where they would be likely to influence behaviour harmful to health or the promotion of healthy lifestyles.'

Close proximity is defined as a distance of up to 400 metres.

I am very supportive of this planning policy and believe it is important we use a range of tools to tackle the serious problem of obesity in Bristol.

I am of course aware of the current application in Fishponds and have made my opposition very clear, most recently at a well-attended Mayor's Public Questions Time at Glenside in December, but I cannot make planning decisions which are a matter for the relevant Development Control Committee but the policy does require that decisions on planning applications are made in accordance with the local plan unless material considerations indicate otherwise. Where it is demonstrated that a proposed takeaway would be likely to have the harmful impacts specified in policy, permission would not be granted unless there were material considerations indicating otherwise.

Supplementary Question:

Would the Mayor consider developing a supplementary planning document around takeaways in local neighbourhoods as local people do not have access to any such document?

Reply:

I will discuss this with Assistant Mayor Mark Bradshaw and planning officers to see what the practicalities are. We should look closely at all measures to reduce the threat of increasing numbers of unhealthy food outlets. I find it difficult to accept that nationals and supernationals should dictate what we eat. While planners can't take into account whether they are local independent businesses, they can take into account the health aspects which are a part of planning policy.

I don't sign official objections to the council, as Mayor I find this a dangerous precedent to set.

Question(s) to the Mayor from Councillor Mike Wollacott

Subject: Democracy

1) There has been considerable discussion in the press about the current government's proposals to tighten the rules around industrial action ballots in relation to public sector trade unions.

Would the mayor recognise that the arbitrary introduction of a rule requiring 50% participation in a ballot, would serve to undermine the validity and democratic mandate exercised by many elected members in local government?

I would like a written reply please.

Reply:

This is a matter for parliament not this chamber and I would be grateful not to be drawn into national union politics.

Supplementary Question:

It is democracy day and it's an important issue that we all have the opportunity to express our views through the democratic process and there should not be undue fetter on people's ability to do so.

Reply:

I agree.

Question(s) to the Mayor from Councillor Ron Stone

Subject: Bristol's Housing Crisis

1. Central Government have released £200 million for councils to bid for to fund building new homes on local brownfield sites. Bids have started - Has Bristol placed a bid if so for how much and how many homes?
2. What other sources of funding is the Mayor targeting?

I would like a written reply please.

Reply:

Q1 The Government announced a new Housing Zones programme of £200m in September 2014, primarily targeted at bringing forward new housing developments on brownfield sites. The Council has recently been advised that its application to establish a Housing Zone of five Council owned sites and two HCA owned sites to deliver 1750 market and affordable homes in South Bristol has been 'long listed' with 28 other local authorities.

The Council is now required to review its application during the "competitive clarification stage". If we had more autonomy we would be making decisions ourselves, this is why I'm backing the devolution proposals. The HCA wish to have a better understanding of the Council's timing of procuring a private sector partner, its funding requirements, its delivery plans and demonstrating how the Zone will accelerate bringing these sites forward for development. There will be opportunities for the Council's and HCA's procured private sector partners to apply for recoverable investment loans for three years, local authorities to gain access to borrowing facilities at favourable rates from Public Work Loan Board in 2015/16 and priority access to planning and consultancy support.

Q2 The main reason for applying for Housing Zone status in South Bristol is that it gives the Council, and its partners, priority access to other funds held and administered by the HCA. I shall be targeting the following:-

- a. Local Infrastructure Fund (LIF) –£100m in England for large housing growth sites in 2015
- b. Affordable Housing Programme 2015-20: Housing grants for Registered Providers to build affordable homes - £1bn in England still to be allocated.
- c. Custom Build Loan fund - £30m in England – the Fund meets 25% of eligible development costs through provision of recoverable loans.

Bidding for these funds will need to await the outcome of the Council's South Bristol Housing Zone application.

The big result will be in us being much more in control of spending on affordable housing as we are currently restricted by the housing revenue account. My belief is that investment in homes is investment in the economy.

Supplementary Question 1:

Why haven't we been more pro-active and earlier in our applications to ensure we are not behind other authorities?

Reply:

I'm not aware we are behind other authorities, we are one of 28 bidding to be included and I think we do so on an equal basis.

Supplementary Question 2:

Are you aware that Manchester council is looking to include £300 million per year in their area on the basis of building 55,000 more homes between now and 2028.

Reply:

I am very aware; this is a product of Greater Manchester getting their act together over the past 10 years and having been able to make a deal with government. They are ahead of us as a city region and they give me stimulus to ensure we gain such deals in the future. We need to accelerate the process in the South West to take advantage of the Government.

Question(s) to the Mayor from Councillor Mike Wollacott

Subject: Living Wage Accreditation by the Living Wage Foundation

There is a growing body of evidence that shows the positive economic impact that flows from the introduction of either substantive increases in the minimum wage or the introduction of the Living wage.

1. With this positive economic impact in mind, can the Mayor update this chamber on the progress of the executive in analysing the costs of moving towards accreditation by the Living Wage Foundation?.

I would like a written reply please.

Reply:

Work is currently underway to analyse the financial and procurement implications of attaining Living Wage Foundation Accreditation and becoming a Living Wage Employer. These discussions are at a preliminary stage, however it is important that any recommendations around full Living Wage Accreditation are made in full recognition of the impact and risks, and the measures that can be taken to mitigate these. In the interest of that I have asked that all tenders should be parallel tenders so we can assess what the difference is between a market tender and a living wage tender. It would be irresponsible for us to sign up without knowing the consequence.

A paper will be produced for Cabinet before the end of the financial year, which will set out recommendations around Living Wage accreditation.

Supplementary Question:

I would request that speed is put into these evaluations so we can ensure the formation of the 2015-2016 pay policy is informed and can give guidance on the direction of travel.

Reply:

We will proceed as fast as is possible.

Question(s) to the Mayor from Councillor Gill Kirk

Subject: Reducing residential respite beds at the Bush

1. At the Cabinet meeting last October members were informed that BCC proposes to close 5 beds at The Bush in June 2015, in order to reallocate those savings to providing a wider range of respite options to a greater number of disabled children. Some of us suggested at that time that the 10 beds should be retained at the Bush both to provide adequate planned respite visits for disabled children with high care needs, but also to retain capacity for children needing emergency placements in the case of family illness or safeguarding issues. We were told that the council is aiming to reduce the use short break units for emergency care and is promoting a model of shared care and foster placements. I was concerned to hear that demand for emergency placements at The Bush has increased in recent months and that planned respite visits have had to be cancelled as a result, some children have been waiting since October to secure a short-break respite place.

How many emergency foster care placements has Bristol got?

2. We were concerned that it would be challenging to find enough local skilled foster carers to meet the demand for short breaks in another family's home. In response to my question the Mayor, I was told that if recruitment were insufficient by June the council would have to spot purchase short breaks from independent foster agencies to meet demand. Could the Mayor update us on the numbers of new foster carers recruited and trained by BCC to offer disabled children with complex needs both planned respite and emergency breaks?

I would like a written reply please.

Reply:

Q1 We have accommodated 295 nights of emergency placement from 16th July 2014 until to 15th January 2015. 5 children have been accommodated with a total of eight emergency placements, (as one young person has been admitted on four emergency placements).

There are two young people currently living full time at the Bush and are included in the occupancy figures. One young person is due to move immediately to full time provision and there is a 3 month transition plan for the other young person.

Occupancy at the Bush has dropped back to 87% (December) from an all-time high of 92% in October. Occupancy at Belbrook (the other residential respite unit that has traditionally had lower occupancy) is still only at 88%, so there is still capacity for emergencies or new entrants.

Emergency foster care placements: while some foster carers are specifically registered for emergencies many or most of them take placements in emergencies so this question is difficult to respond to.

Q2 A specific fostering recruitment campaign for children traditionally receiving a residential short break has been running. This will result in specialised, highly supported, fee-paid foster carers who will provide up to 200 nights a year. They could potentially care for 3 or 4 children at different times, as a viable alternative to a residential short break.

Five families are expressing an interest in fostering disabled children with complex needs, and assessments have commenced. From this initial interest we anticipate we will be able to recruit 3 sets of carers and have them ready to foster by April/May.

Question(s) to the Mayor from Councillor Olly Mead

Subject: Bus Routes to isolated communities

- 1) Given that the Mayor is trying to encourage people to use their cars less, and public transport more frequently, what efforts is he making to get First Bus to connect poorly-served communities in Bristol to the public transport network?

- 2) When new estates are built in Bristol by companies such as Bovis homes, is First informed of this, and are they encouraged to ensure that new developments are also given adequate public transport access to give new residents the option of using buses instead of cars?

I would like a written reply please.

Reply:

Q1 Through the development management process and our transport programme, we work closely with bus operators to improve and expand the bus network, and less well served communities are always a high priority.

Three recent examples include the Romney Avenue Bus link which when open will provide greatly improved services to Lockleaze (there are delays to the link being finished on the South Glos side), a new service to Avonmouth improving access to employment areas for people in Lawrence Weston, and Metrobus which will improve services in Ashton Vale, Hengrove and the network generally throughout the city.

One of the key roles that the Council can play in supporting the expansion of the commercial bus network is the provision of the facilities that can allow services to operate reliably, and make the bus an attractive travel alternative. This has been the intention of Showcase Bus Route projects, the Greater Bristol Bus Network and is central to the MetroBus scheme. All these projects have or will provide improvements to bus operating conditions and public transport infrastructure, to facilitate increased patronage and a broadening of commercial provision.

Q2 The Council meets with operators to discuss opportunities to expand the commercial bus network. This would ideally be a fully commercial initiative from a bus operator, where there is known demand for its long term sustainability. Where there is insufficient demand for services to run commercially from the outset, the Council can negotiate with operators a deal to provide initial support, with an expectation of financial sustainability in the future. The current funding climate means we have to be innovative in how we do this, using S106 or external funding such as the Local Sustainable Transport Fund to 'kick start' commercial services.

Question(s) to the Mayor from Councillor Sue Milestone

Subject: WRAMAS Benefits Advice and support for tenants in arrears due to the Under-Occupancy Charge (Bedroom Tax)

Last year the Labour Group put forward the following two budget amendments which were accepted:

- A £250,000 for supporting tenants in arrears due to the Bedroom Tax
- B £150,000 to keep four people in work at WRAMAS to give benefits advice

1. When was “A” made available to officers and has it all been spent?
2. What benefits advice is currently available?

I would like a written reply please.

Reply:

The £250k budget that was allocated has been further distributed in to 2 funds to assist with the under occupancy Housing Benefits changes (bedroom tax) from April 2013. These funds are the Discretionary Housing Payment and Homelessness Prevention Funds which have been given £150k and £100k respectively and are targeted to best help those affected by the changes.

The Medium Term Financial Plan as agreed requires Housing Solutions (formerly Strategic Housing) to make a £700k saving. As part of this saving the Welfare Rights and Money Advice Service (WRAMAS) budget is be reduced by £150k in 2015/16. A budget amendment to this saving has not been made. WRAMAS continues to deliver welfare benefits advice and money advice through its helplines and casework service and also delivers welfare benefits training to a wide range of support workers who are then able to assist vulnerable people to claim their benefit entitlements. Some of these activities will necessarily reduce in 15/16 but the range of services will continue including a focus on helping those citizens that are able to self-serve.

Question(s) to the Mayor from Councillor Gary Hopkins (Knowle)

Subject: Council Constitution

1. Under the mayor's constitution members of the public can only ask questions on the Full Council agenda. Other than the public forum, the Agenda today merely includes a report by the Youth Mayors and only 30 minutes to discuss motions. Does the mayor really think it is helpful for local democracy that the residents of our city are limited specifically to items on the agenda?

Reply:

I should begin by correcting Cllr Hopkins in his reference to the Mayors constitution. It is not my constitution but that of the Council and it is the Council that approves any changes to it, although it was the product of a discussion between myself and party leaders including the issue of maintaining a council of 70.

With regard to the specific question it is unusual that we have such a light agenda for today's meeting though I am given to understand that you and other party group leaders will be meeting with officers in the near future to discuss forward planning arrangements for the 2015/16 municipal year.

The Monitoring Officer is currently undertaking a review of the constitution and will be taking account of public participation opportunities in the course of that review before bringing a report back to this meeting in May.

In answer to an approach from other party leaders I am inclined to support a move to public statements, limited to one minute, being admissible on any subject relevant to the Council, but would resist the imposition and expense on a highly pressured administration of open season on questions that can always be asked at our Mayoral question time events.

Supplementary Question:

I seek an assurance that the administration will not seek to step in the way of changes which are needed and full resources will be given to the groups to allow us to proceed to a more viable and sensible constitution.

Reply:

I expect leaders to honour the agreement in terms of the changes to constitution which were agreed by all parties at the time of negotiation. I have no problem in looking at minor changes, but you suggest major changes are required which would

be totally against the essence and spirit of the agreement between all parties. I am willing to look at the question of public statements; public questions are another matter due to the administrative costs to the council.

Question(s) to the Mayor from Councillor Anthony Negus (Cotham)

Subject: Recycling and Waste (enforcement)

I am very concerned about the rising tide of common issues around recycling and waste collection in my ward. It is now a commonplace eyesore to see litter and bin waste blowing around in the streets and being walked over. I am seeing increasing filth and tagging and I have had numerous complaints from constituents. Street-sweeping is not being carried out as set out in the May-Gurney contract.

1. Despite the Moving-In and Moving-Out Campaigns under the Student-Community Partnership, landlords and agents operate in a sellers' market in my area and simply do not need to worry about spending time getting their tenants to do the right thing. With no effective BCC landlord licensing controls, no enforcement against the perpetrators and no sanctions against the landlords or their agents, things will only get worse. Can the Mayor offer any assurances that he will raise this issue with May-Gurney and will he consider cancelling our contract with them?
2. There is a solution to every problem. In this case of street rubbish we need to stop the occurrence, not do our inadequate best to resolve the outcomes of bad behaviour. We need to deploy the powers we have in a carefully-designed targeted way with maximum publicity of the successful outcomes. This was done under my watch in the case of rogue landlords after which case officers went out armed with copies of the resulting newspaper articles, with the large penalties highlighted. As we are way past succeeding by being nice I do believe in making sure that people know we have powers and are prepared to use them. What plans does Mayor have in place to stop this problem getting any worse?

Reply:

Q1 I have much sympathy for those residents and communities. With reference to the mention of the Kier May Gurney contract, we will continue to work with them to identify landlords of properties where waste is not properly managed. However, as you know, under the contract agreed with the previous administration, they do not hold the enforcement powers to act against landlords, and are not therefore responsible for acting.

Q2 The street scene enforcement team can and do take action against the tenants and the landlords if they do not comply with their duties.

In order to keep our streets clean we need to ensure that we are preventing accumulation of rubbish with a good waste service, educating people about the service and also their responsibilities, including what happens if they don't dispose of their waste properly, and alongside this we need to deal robustly with people who

are breaking the law and dropping litter / fly tipping / allowing waste to escape from their control.

The Street Scene Enforcement team has just introduced an annual proactive enforcement programme which enables the team to work with colleagues and partners on key local issues. The programme includes targeted work on commercial waste bins, checking waste carrier licences, proactive litter patrols, scrap metal dealer checks and tidy front gardens. Where we have successful outcomes we will always maximise publicity so that other offenders are aware that we are tackling problems and enforcing.

Supplementary Question 1:

We have the ability to fine the contractor for not delivering the contract we have put together, including dumping, not recycling etc. Can you tell me how much they are being fined and how assiduously they are being pursued in that respect?

Reply:

I can't tell you exactly, there are continued discussions on that basis.

Supplementary Question 2:

There are enforcement powers by officers against perpetrators directly to landlords, agents, tenants and householders. I see little evidence of this being delivered; I am not getting responses back from officers so I cannot respond to my residents. Residents are emailing you directly and receiving no response. What are residents receiving for their council tax?

Reply:

They are getting a collection service. It isn't entirely satisfactory and is subject to conversations we are having with the contractor.

Question(s) to the Mayor from Councillor Christian Martin (Clifton East)**Subject: Transport**

1. The Bristol Evening Post has published the results of a survey that shows 90% of residents are against the Clifton Village RPZ. It was in fact on their front page on Tuesday 13th January. Why has the decision been taken that in the streets south of Clifton Park residents will need a permit between 9am and 9pm? No other area in the city (including outside the mayor's Tobacco Factory) has such extensive operating hours.
2. A few days ago you tweeted the tweet below. How can you justify comparing the treatment of cyclists in Bristol to 1960s Deep South racism? Those of us who use the social media site know you have apologised for the offense that you caused. Will you now apologise for the tweet itself and will you please explain yourself?

**Reply:**

Q1. As you are fully aware, The Bristol Post article wrongly suggests that a 'popularity' survey was done. The figures they quote relate to the statutory advertisement of the Traffic Order which specifically invites objections. It is not at all

surprising that if people are asked to object to any proposal, the responses received will be mostly objections.

In the southern part of the scheme, the majority of respondents who commented on the hours of operation during informal consultation preferred Monday to Saturday 9am to 9pm. I cannot say I agree with them, but the extended hours in the south of the scheme area as designed to protect local traders during the day and the leisure economy during the evening by making it easier for customers of shops and restaurants to find somewhere to park. The permit holders' parking spaces will be prioritised for local residents, businesses and organisations and will dissuade people visiting the city centre from leaving their cars in Clifton Village. This will be reviewed after 3 to 4 months of operation.

Q2. I have a lifetime of diversity experience, including fighting all forms of discrimination, and have a proud record as a prominent Bristol anti-apartheid campaigner. As a cyclist I have experienced extreme driver aggression on occasions, as have many cyclists, and it disgusted me that a young driver, using the twitter handle Ray Pew (a very aggressive reference) should casually joke about having 'hit' a cyclist on the way to work (not knowing if this was true or not) which reminded me of similar southern 'redneck' jokes of a racist nature. I do not equate these references and subsequently made that clear, as I did the next day when I apologised for causing any offence. I have not and do not intend to delete the original tweet.

Supplementary Question 1:

Many of my residents chose to engage in the informed consultation and then at the TRO stage and the hundreds that responded were ignored. Why were their collective requests for changes ignored?

Reply:

I dispute that, nobody was ignored. Our officers may have suggested that their requests were impractical but nobody was ignored.

Supplementary Question 2:

The tension and division between pedestrians, cyclists and cars is well recorded in the media and social media. Why did you choose to inflame this division with such a charged and political tweet?

Reply:

I did not choose to inflame it but to bring notice to the fact that there are some extreme cases; this is not the most extreme. I'm pleading that we do try to encourage mutual respect between all road and pavement users. In other countries I find a much more civilised situation where there is an acceptance that we have

different needs on the road and I think it's vital that as a city we encourage people to understand and not insight hatred.

Question(s) to the Mayor from Councillor Tim Leaman (Kingsweston)

Subject: Mayor's Budget

1. I am glad the mayor has pledged £1 million to support the future of our city's libraries. Will he please commit to spending some of this money specifically on transforming libraries into 'community hubs' and where we have proposals already in place for a community hub, such as in Lawrence Weston, for some of that investment to be available for these ongoing projects?
2. I also welcome the announcement last week of £50,000 for community transport. Is this a one-off payment? If so, can we please look at reinstating concessionary travel reimbursement on Community Transport for disabled residents for more than just one year? I want a long-term solution to the problem – not a short-term solution.

Reply:

Q1 We are currently undergoing a city-wide consultation on shaping "Libraries for the Future". This is a real opportunity for people of the city to influence how the service moves forward to ensure it better meets the needs of all our communities in future.

My budget has proposed a £1m one-off investment to support the outcomes of this consultation and strengthen the opportunity to invest in the ideas that come from those proposals, which may well include 'community hubs'.

Q2 The £50,000 included in my budget proposals is a one-off fund, specifically requested by both the Conservative and Green Groups, to support Community Transport (CT) groups through the transitional period, during current negotiations with the Health Trust, and the development of a new Commissioning Strategy for CT. One of the key strands of this strategy is for the Council to continue to support a core service that enables CT providers to develop their services through links with other commissioning bodies such as the Health Trust. The strategy also seeks to promote efficient collaborative working and a longer term commitment to funding. The overall intention is to create a thriving community sector that develops in a financially sustainable way and is less reliant on Council support.

Question(s) to the Mayor from Councillor Barbara Janke (Clifton)**Subject: Elected Mayors**

As part of the Localism Act 2011 the Department of Communities and Local Government published an impact assessment, which stated that the government intended to bring in a recall mechanism “at a later date” for elected mayors. The assessment says: “Given the scope of the additional powers and freedoms which may be given to mayors, the government believes that the accountability regime for mayors should be stronger for those mayors who receive such additional powers and should include a recall mechanism. However, the government intends to introduce such a recall mechanism at a later date having considered the issue alongside proposals for recall for other public officials.”

1. Does the mayor support the principle of a ‘right to recall’ for elected city mayors?
2. The question of whether there should be a metro mayor for any potential combined authority has been rejected by Bristol's partner authorities. Is the Mayor prepared to support colleague leaders over this matter in the interest of gaining more powers as part of a devolution agreement?

Reply:

Q1 Any power of recall would be a matter for the secretary of state or parliament to determine. In response to a Motion at our previous meeting I have written to the Secretary of State highlighting the anomaly whereby residents of this city are denied the right to call for a referendum on the Mayoral model.

Similarly, I have no objection in principle to the introduction of a right of recall though I would expect to see any criteria for the triggering of such a process to be tightly drawn (as I would for the recall of MPs) so that they can only be engaged in the event of wrong doing in public office and not simply on the basis of political expediency.

Q2 I am fully prepared to work with the other West of England leaders to achieve the best devolution deal for the city region. Whilst I am a supporter of Metro Mayors I would not want to curtail any conversations about devolution by being wedded to this governance model.

Question(s) to the Mayor from Councillor Mark Wright (Cabot)

Subject: Air quality

1. An increase in traffic caused by people driving to the arena is likely to lead to deterioration in local air quality. Air quality objectives are already being exceeded in this area. What plans are in place to stop any increase in air pollution caused by the arena?
2. How do Bristol's air pollution levels compare with our neighbouring councils in Bath and North East Somerset, North Somerset and South Gloucestershire?

Reply:

Q1 In preparing and submitting the planning application for the Arena the City Council will be responsible for demonstrating due consideration has been given to the local transport and other impacts of the development and will be required to put forward a package of measures to mitigate adverse effects.

Q2 South Gloucestershire and Bath have both declared air quality management areas due to levels of NO₂ higher than the UK Objectives and at the most polluted sites levels are broadly similar. As Bristol city centre is the largest concentration of economic activity and traffic it is not surprising that the highest level of pollution are there.

Question(s) to the Mayor from Councillor Mark Bailey (Windmill Hill)

Subject: Mayoral achievements

1. Will the mayor please list all his achievements to date since he took office? I am only asking about policy achievements that have been started under his administration.
2. Could the mayor explain what he meant in his manifesto about wanting to “devolve power to local communities and local people, allowing them to make local decisions about local issues that directly affect them”? Considering Neighbourhood Partnerships were already in existence, in what other ways have you gone about to achieve this aim?”

Reply:

Q1 Since November 2012 we have seen a significant number of achievements and changes take places ranging from the roll out of 20mph zones, progression with the arena, the introduction of this member forum and many others too numerous to list here. I will ensure these are communicated to you in writing.

Q2 Neighbourhood Partnerships were in existence before my administration and I have been and continue to be committed to developing their ability to influence what happens in their neighbourhoods.

I have ensured that they retain their resources at minimum and supported the development of the unfenced neighbourhood budget which delivers more freedom for neighbourhoods to spend the original level of budget to their own priorities.

I have also supported the direct involvement of NPs in the Green Capital grants process, with a view to enabling a better connection for all neighbourhoods in the city with the aspirations and shaping of the 2015 agenda

Finally, I am committed to further developing the reach and influence of NPs and the officer team is now developing a charter approach embedding more fully their influence over their neighbourhood services but also exploring their wider influence as the voice of their neighbourhoods across the city

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

Subject: Mental health and unemployment

The Princes Trust has highlighted on numerous occasions the links between young people's mental health and unemployment. The long term unemployed aged 16-25 are a particular concern. As joint chair of the Health and Well-being Board and as the Mayor of Bristol will you please give an update on:

- The latest statistical trends in youth unemployment;
- The initiatives being taken to address the problem; and
- The accountable bodies and partnerships that are involved.

Reply:

Point 1:

I will provide the latest statistical trends in youth unemployment in writing to you after this session. JSA Claimant rates for young people resident in Bristol is declining and continues to be below the national average. Unemployment rate amongst young people resident in Bristol has fallen slightly over the last year but does remain above the pre-recession level (10%) of 2007.

Point 2:

There are a number of employment initiatives in Bristol. They range from independent training and development providers to small voluntary organisations and social enterprises to services specifically commissioned by the Bristol Clinical Commissioning Group or Bristol City Council. For example, Bristol Employment provides an employment service for people accessing Level 1 LIFT Psychology Service (talking therapies). This is an open and flexible service for people who have a mental health problem seen within primary care. They can provide a range of methods and interventions are used to provide employment support to people within primary care health services to find employment or to retain their current job. These can include job search, interview techniques, support on disclosure of mental health issues, and how to sustain work.

Point 3:

There is a Modernising Mental Health Programme Board which oversaw the Commissioning of the BCCG Mental Health services and the Council have representation on that Board. There is a multi-agency Mental Health Partnership Board which brings together service users and carers and professionals to review changes to local services, monitor plans and receives information concerning all aspects of mental health services and it acts as a consultative body to inform commissioners of mental health services in Bristol.

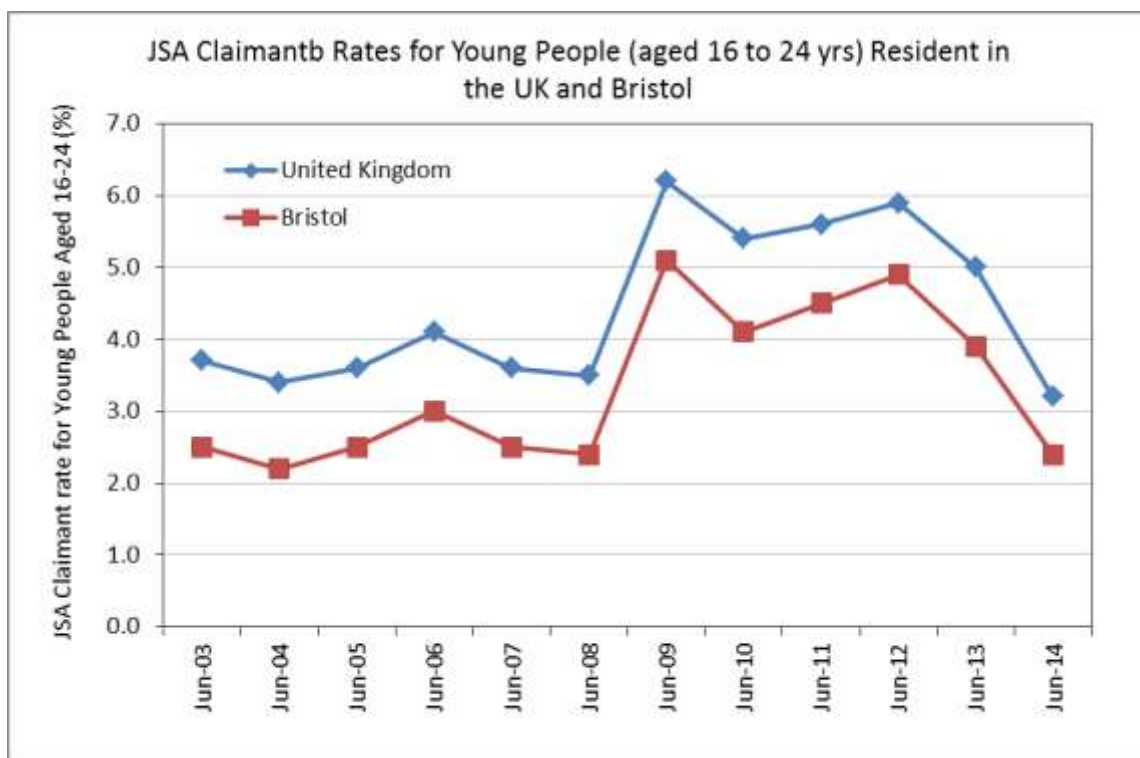
For more information on services and support around employment and mental health please see <http://www.wellaware.org.uk/>

Youth Unemployment Statistical Trends:

JSA Claimants: <https://www.nomisweb.co.uk/> - Claimant Count

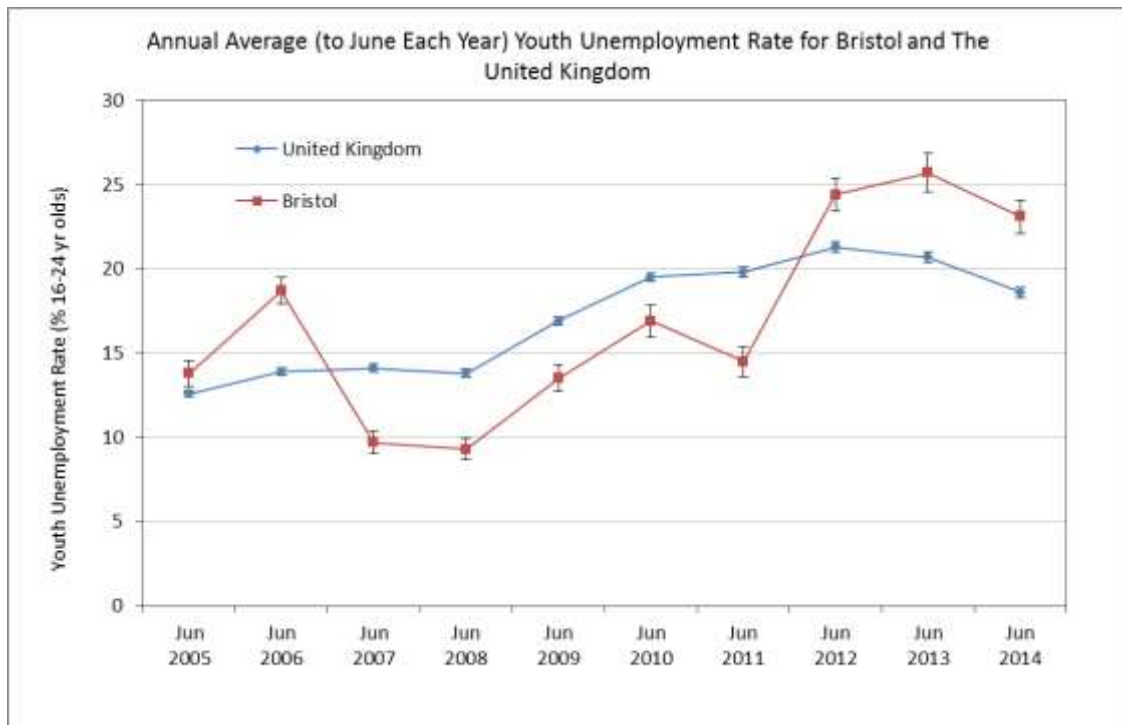
The chart below shows that JSA claimant rates amongst young people in Bristol have fallen over the last two years. The fall parallels that which has occurred nationally, for the UK.

Note however that there is some evidence to suggest that a significant fraction of the young people that are eligible to claim JSA are not doing so.



Unemployment: <https://www.nomisweb.co.uk/> - Annual Population Survey

The chart below shows that the unemployment rate amongst young people (16 to 24 year olds) resident in Bristol has fallen slightly over the last year but remains well above the pre-recession (2008) level (10%) of 2007.



Question(s) to the Mayor from Councillor Chris Davies (Knowle)

Subject: Council restructuring

1. It has been reported in The Times that Councils are spending billions on rehiring staff who have recently been made redundant. Their article says that Bristol City Council has spent £60m on firing and re-hiring consultants. Can you please confirm whether these rumours are true and provide a full breakdown of staff and their salaries that have previously worked for the Council and have since been re-hired following the mayor's restructuring process?
2. In the mayor's manifesto in 2012 he stated "I will change the fortress culture of the 'Council House' to that of a people's 'City Hall' encouraging meaningful citizen participation". Councillors and staff are now unable to visit 100 Temple Street where the mayor resides without an appointment. We cannot even enter the building without being escorted. Is this what the mayor had in mind when he talked about changing the "fortress culture"?

Reply:

Q1 The figures quoted in the Times article of 14th January were based purely on Agency spend which is entirely different from re-hiring staff who have previously taken voluntary severance or been made redundant. An earlier FOI from The Times had asked for the previous four years of Agency spend which the journalists have added up and presented as spend on re-hiring consultants and former staff.

At the outset of the restructure in October 2013 the Voluntary Severance Policy was amended to ensure that no one who was accepted for Voluntary Severance could be re-employed or return to the workforce in any capacity for a 12 month period. There have been no instances of staff who left as a result of the restructure being rehired or engaged on either a permanent or a consultancy basis.

Q2 The refurbished City Hall will be available for the city to enjoy from mid-2016, which supports the Mayor's vision.

The first phase of 100 Temple Street is now complete, with subsequent phases of delivery focussed on the areas currently occupied by Tenants. Future phases will see an increase in the spaces available to citizens, members and staff.

As in any Council building, 100 Temple Street has a visitor protocol that aims to ensure all visitors are welcomed and guided through the building appropriately.

Question(s) to the Mayor from Councillor Glenise Morgan (Henleaze)

Subject: Clinical Governance

A report was recently presented to the Neighbourhoods Leadership Team, which recommended a Bristol City Council Clinical Governance Committee be created with the express purpose of overseeing and mitigating risks arising from clinical activities, whether delivered or commissioned.

1. Why has the recommendation for setting up such a committee not seen any progress to date?

Reply:

Internal work in scoping this activity is taking place. We have asked whether Bristol CCG would offer Clinical Governance support, but this has been declined. The absence of a Clinical Governance system has been flagged up as a risk within the Neighbourhoods Directorate risk register.

There may be potential links with other areas of council activity outside the proposals made by Public Health that need to be included e.g. activities that are overseen by the Health and Care Professions Council. The Strategic Director of Neighbourhoods is exploring those other possibilities.

Question(s) to the Mayor from Councillor Neil Harrison (Cotham)

Subject: Avonmouth Wind Turbines

Two wind turbines were built in Avonmouth when we ran the Council. The project is about producing green electricity and reducing the city's carbon footprint.

1. What plans does the mayor have, if any, to build more wind turbines, either on-shore or off-shore?

Reply:

Currently there are no plans within the capital programme of the Council to build any further wind turbines on or off-shore. However, officers as part of the proposed energy company will undertake an assessment in late autumn to determine if further wind turbines would be appropriate to meet the energy company's future energy demand from customers.

Question(s) to the Mayor from Councillor Gary Hopkins (Knowle)

Subject: Waste

1. I was concerned that in our one-to-one meeting last week that you seemed to confirm that the Boomeco/ Swedish incinerator route was being used for our residual waste. I had thought, although signed off by Cllr Hoyt in his previous role as Assistant Mayor, that the cabinet report had been withdrawn. Could you please clarify the current position?

Reply:

The previous report as referred to has been withdrawn some months ago. We are not currently sending residual waste to Boomeco, but we do have to reduce landfill so Officers are currently considering options with a report soon to come to Cabinet.

Questions from Councillor Matt Melias to the Mayor, for Members' Forum, to be held on Tuesday, 20th January 2015

AVONMOUTH RAILWAY STATION

1. The Mayor may be aware of the threat hanging over the Victorian railway station building in my ward. Will he agree to intervene to try to save this historic structure from demolition?
2. There is wide spread support from local residents and community groups to save the station building. Can the Mayor advise me on what options are available to the local community (or the Council) to acquire this important site from Network Rail?

Reply:

Q1 I am aware of Network Rail's intention to demolish the disused building at Avonmouth Station. Although Network Rail were required to inform the City Council of their proposal, this relates to public safety considerations for demolition of the building and we unfortunately have no powers to refuse the proposal on conservation grounds. However, as someone who shares your fondness of Victorian railway stations, I share your concern and shall write to Network Rail to ask that they reconsider their decision. I would on my next visit to Avonmouth come and have a look before demolition takes place.

Q2 I understand that the building has serious structural defects and is deemed unsafe. Whilst it would be a shame to lose this building, it would require considerable funding if the City Council were to directly intervene to try to save it. It would be difficult therefore to build a business case to invest in this building and would divert investment from other rail projects. I understand that removal of the building would not have any implications for the rail service enhancements that MetroWest will deliver. Given that the City Council is unable to intervene; further discussions should be undertaken directly with Network Rail.

Supplementary Question:

Would the Mayor agree that the Neighbourhoods Partnership take lead on this? Would you instruct officers within the Neighbourhoods team and commit officer time to explore avenues for funding?

Reply:

I do think avenues should be explored with Network Rail themselves. I think there is room for councillors and the Neighbourhood Partnerships to have that discussion

with Network Rail and it is up to the Neighbourhood Partnership if that is a priority with their time.

Questions from Councillor Richard Eddy to the Mayor, at the Members' Forum, scheduled to be held on Tuesday, 20th January 2015

LOCAL TRANSPORT SCHEMES DELIVERED THROUGH NEIGHBOURHOOD PARTNERSHIPS

Whilst welcoming the decision to allocate £500,000 in his Revenue Budget for 2015/16 for minor transport schemes, prioritised by Neighbourhood Partnerships, this provision does rather beg the following questions:-

1. What prospect does the Mayor believe these have of being delivered - bearing in mind the previous memorandum on NP transport projects to enable Traffic Management to "catch-up" on the agreed programme - and a stipulation that each NP adopt a three-year rolling programme, with a maximum of one highways project per year?
2. Is the Mayor proposing any increase in capacity in Traffic Management to enable the Neighbourhood Partnerships to take advantage of the proposed £500,000 budget increase?

Reply:

Q1 & 2 The budget allocation, is in recognition of your concerns, if approved, is intended specifically to increase the capacity of the Highways team to complete the delivery of the existing programme of NP commitments, not provide for additional schemes. The money will be used to clear the existing backlog of over a hundred schemes within a period of 18 months. Once this is done, the delivery of one highway scheme per year will be achievable within existing resources.

Supplementary Question:

If all the £500,000 is to increase capacity, how many man/woman hours will be added to the department?

Reply:

I don't know exactly but the whole point of the £500,000 is to release well over £2 million. I can provide a written reply.

Question from Councillor Mark Weston to the Mayor, for the next Members' Forum, to be held on Tuesday, 20th January 2015

CRIBBS CAUSEWAY EXPANSION

1. Can the Mayor confirm whether or not there has been any detailed study on the likely impact of this large retail development on Broadmead and Cabot's Circus, and its likely impact?

Reply:

I am adamantly opposed to any major expansion of Cribbs Causeway retail.

City and town centres form the heart of our communities. Out-of-centre developments that harm those centres are unacceptable and have proved to be detrimental to city centres across Europe and the States. We shall be carefully examining the planning application for an extension to The Mall at Cribbs Causeway and will robustly make any necessary representations.

A retail impact assessment has been supplied by the applicants to South Gloucestershire Council as part of the application. Bristol's retail planning consultant is reviewing that assessment and will, if necessary, carry out a separate impact study to determine the impact of the proposal on the vitality and viability of Bristol City Centre's shopping role, including impacts on plans for future investment.

We will also be carefully examining any transport impacts on Bristol, as we have done for the Filton development that rightly concerns residents in North West Bristol.

Supplementary Question 1:

With respect to transport mitigation, the current thinking of Bristol Transport is to remove one of the lanes on the dual carriageway and replace it with a bus lane. Do you think this is adequate mitigation or do you think it will make things worse in North Bristol?

Reply:

Without knowing the details of the road and the impact I would reserve the right to come back with an officer's assessment of that.

Question from Councillor Mark Weston to the Mayor, for the next Members' Forum, to be held on Tuesday, 20th January 2015

DEVOLUTION & TRANSPORT POLICIES

1. Given the live debate with neighbouring authorities over the devolution of greater powers to our region, particularly in relation to transport matters, can the Mayor state what progress he has made within the West of England Partners in securing the establishment of an Integrated Transport Authority (ITA) or Combined Transport Authority (CTA)?

Reply:

It has long been my ambition to integrate transport functions across the West of England in order to secure genuinely joined up transport opportunities for those travelling in and around the wider Bristol area, as well as to increase our influence on how, what and where transport provision is made. To this end, I have consistently supported the creation of an ITA or more appropriately now, a Combined Authority, to include transport powers for the city region. We are already doing much together, such as MetroBus, MetroWest rail, TravelWest information and smart ticketing. I have been, and remain, open about how better transport integration could work and am always willing to explore other models in the best interests of the city.

Question(s) to the Mayor from Councillor Hoyt

Subject: Carriageworks Development in Stokes Croft

Cllr Telford and myself would still favour the route of Compulsory Purchase and to proceed with Knightstone as the preferred developer. A great deal of community and officer time has already been dedicated to this solution.

But, in recent light of the application of Fifth Capital:

Can you assure me that you will do everything in your power as Mayor and as an architect that the Council will not be abandoning the Community Vision for the Carriageworks and Westmoreland site is adhered to and that much needed affordable housing is provided by whichever developer progresses with the site?

Reply:

I can assure you that I remain committed to the regeneration of this eyesore site and the historic Carriageworks building in line with the community plan. Up until now we have been unable to work with the owners to secure a realistic and deliverable planning consent and, as you know, only to well, past compulsory purchase attempts have been thwarted. However, I realise the owners are now working with a third party who are seeking planning permission to develop the site. Meanwhile, we continue to liaise with Knightstone Housing Association to consider the options for a Compulsory Purchase Order (CPO) to develop the site should the owner either fail to secure planning consent or to see a development through.

In the City Council's planning role, which is independent to that of the, I can confirm we have received planning and listed building applications from a company called Fifth Capital London Ltd who I believe you have now met, Fifth Capital has, we understand, secured an interest in the site from the owner. Their application will be fully assessed and considered by the council in its capacity as local planning authority and I am sure that there will be major input from the local community.

I am assured that the Community Vision is a material consideration in the planning process.

The Developer is aware of the Council's requirements for affordable housing under Core Strategy BCS 17 policy. The Developer has submitted a justification for a level of affordable homes to be below the policy requirement on grounds of his viability assessment of the site. The Council has commissioned an external valuer who is

currently reviewing the developers viability assessment and the Council is awaiting his report on whether the developers viability assessment can be validated.

I thank you and your fellow councillor for Ashley for keeping me abreast of the situation.

Supplementary Question:

I'd like to ask if you are aware that there is currently a complete lack of social housing in the Fifth Capital plan and only around 6% affordable housing. They could make affordable housing viable if they built up not out. The local residents view is that it is of no benefit to the community and will lead to a gated community. Will you help local councillors to ensure that they get the best for their community?

Reply:

Absolutely, the developers submitted justification for the low level of affordable housing on the grounds of their viability. Viability is very much dependent on how much they are paying for the site. We have commissioned an external valuer who is reviewing that viability. The requirement for social and affordable housing should be factored into the cost of the site. We are awaiting his report to see whether the developers reports can be validated.

Question(s) to the Mayor from Councillor Bolton

Subject: Ethical investment policy

Section 1 of the council's Ethical Investment policy states:

1. *The Council will not undertake direct investment or borrowing activities with organisations/ Sovereigns whose core activities include:*

- *Nuclear fuel*
- *Tobacco*
- *Pornography or violent material*
- *Government's that support or are part of a repressive regime*
- *Animal testing for cosmetic purposes / unnecessary exploitation of animals*
- *Gambling*
- *Third world debt exploitation*
- *De-forestation*
- *Poor human rights records*
- *Poor social/environmental practices*
- *Arms trade*
- *Bribery/ fraud/ corruption*
- *Violation of international intellectual property rights*

Will the Mayor extend the council's ethical investment policy to include a commitment not to invest in fossil fuels?

Reply:

Yes, I am happy to extend section 1 of the Council's Ethical Investment Policy to cover companies whose core activities cover fossil fuel extraction. I made enquiries some time ago and was assured that we have no such investments.

Question(s) to the Mayor from Councillor Fodor**Subject: Energy Clean Cities**

We note a report in the Guardian (3/1/15 – see below) talking of a campaign for ‘energy clean cities’, namely a commitment for a city to use 100% clean energy by 2050. Will Bristol sign up to such a campaign and if so, what actions will it take, both new and existing, to reach the goal?

<http://www.theguardian.com/cities/2015/jan/03/british-cities-clean-energy-global-campaign>

Environmental campaigners are hoping that 2015 will be the year when the UK's cities go green. Frankfurt, Copenhagen, Munich, Seattle, Sydney and Lima have all committed to switching to using 100% clean energy by 2050, and now grassroots campaigns calling on civic leaders to endorse the initiative have been launched in 123 towns and cities across the UK. It is hoped that as many as 20 will pledge their commitment before the end of this year.

One city expected to be at the vanguard of the scheme is Oxford, which has launched a "low-carbon hub" that aims to install solar panels on schools, put water turbines in its stretch of the Thames and develop solar farms.

Persuading cities to switch to clean energy is crucial in tackling climate change, according to research by the [Global Commission on the Economy and Climate](#), the increasingly influential body that comprises former heads of government, former ministers, economists and business leaders.

The commission recently produced analysis suggesting that, by 2030, the world's 724 largest cities could reduce their greenhouse gas emissions by up to 1.4bn tonnes of carbon dioxide – greater than the annual emissions of Japan – purely by developing more efficient transport systems.

It also claimed that adopting low-carbon technologies, such as using energy-efficient building materials and switching to electric buses in 30 of the world's megacities, would create more than 2m jobs and avoid some 3bn tonnes of greenhouse gas emissions over the next 10 years. More than 100 countries backed the clean cities initiative at last year's climate talks in Lima. There is also considerable global public support for the idea.

The campaigning organisation Avaaz, described as the world's largest and most powerful online activist network, recently delivered a petition to the UN secretary general, Ban Ki-moon, signed by 2.2 million people, calling on local, national and international leaders to shift to 100% clean energy.

Avaaz hopes to persuade 100 cities around the world to join its campaign over the next 12 months.

Advertisement
"Last year people took to the streets to demand a shift to clean energy, and this year these same people will be making that goal a reality, one town at a time," said Bert Wander, senior campaigner at Avaaz. "Cities all over the world have already started announcing 100% clean-energy targets, and where cities lead, entire countries can follow."

Unlike other high-profile Avaaz campaigns, the green cities initiative is being run by Avaaz members at a local level. In the UK, more than 150,000 people have signed up.

Wander said support for the initiative was growing exponentially: "A renewables revolution is happening right now, and in just a few months it's gone from pipe dream to mainstream, with countries including Norway and Uruguay flicking the 'clean' switch, and cities such as Frankfurt, Seattle and Copenhagen doing the same. We hope that cities and towns across Britain will follow their lead this year."

Jon Crooks, who is helping organise the [Manchester petition](#) for Avaaz, said the time was right for cities to play their part in tackling climate change, in particular helping their countries cut emissions by 80% by 2050, a target set out in the Intergovernmental Panel on Climate Change report in 2007. "Governments aren't committing to this," Crooks said. "But if we can get cities to commit, then governments will have to respond. This is the right fit for Manchester right now. The city is to get an elected mayor and things that can be done to make a city 100% clean, like sustainable transport and housing, could become real electoral issues."

Reply:

As it stands, the City Council has a target to reduce carbon emissions from Bristol by 80% by 2050 and the UK has the same as a statutory target. This will require massive investment locally and nationally in energy efficiency and clean energy.

We are already investing in the UK's largest city energy efficiency and renewable energy programme with over £140m currently being invested by the City Council.

I fully support the aim of Bristol and the UK being 100% clean energy by 2050, and would wish to see Bristol on the list of those committing to this aim.

In the short time since you asked me this question you would not expect me to be able to outline the additional action which will be necessary to achieve this noble goal, however, I will ask officers to consider this as part of their work during 2015, as we develop future plans for the city.

Supplementary Question 1:

To get to 80% reduction, the UK statutory target, would require local planning and strategy, to get the further 20% will require a more ambitious strategy and investment. When would you have a report from officers discussing how we plan to meet those targets?

Reply:

Certainly within a few months.

Supplementary Question 2:

It's the arrangements that will be put in place that will make the difference. Could you say what current plans there are and are there particular initiatives which would be favoured? As some current plans don't switch us to renewable energy sources so we might be making the job harder if we don't in the meantime procure or develop renewable energy initiatives such as through the Bristol Energy Company. We might be able to learn from others elsewhere who have already signed this; I would be interested in what learning there can be?

Reply:

We will certainly be learning from others elsewhere. You and I will be working with other councillors and officers and I would to confirm that target within the year so Bristol can hope to be zero carbon by 2050.

Question(s) to the Mayor from Councillors Malnick and Radice

Subject: Resident request for 20mph speed limits on Kellaway Avenue:

Resident request for 20mph speed limits:

Residents of Bishopston living on Kellaway Avenue have expressed repeated concern at traffic speeds and near misses on the Golden Hill stretch of Kellaway Avenue (roughly between Longmead Avenue and King's Drive junctions). They are confused as to why this stretch of road was omitted from plans to limit speeds to 20mph, while other stretches of the same road are now under 20mph limits.

Officers tell us that this will be reviewed when roll out of 20mph is completed with a view to then being able to limit speeds on this stretch of the road.

Please can the Mayor and his officers tell us:

When will the roll out be completed and the review take place?

What therefore is the earliest time that our residents can expect that this stretch of road could be limited to 20mph?

What processes are in place for them to appeal, petition or otherwise speed up this process, in order to slow down local traffic?

Reply:

The rollout is planned to be completed by the end of June this year (subject to consultation) and the review will take place in the following months. The review will include data collation of traffic speeds, traffic volumes, road collisions and people's views on the scheme at certain locations at certain times of the year in the city. This data will be used to show where additional measures are required to help slow traffic and where roads that are currently excluded, such as Kellaway Avenue, can be assessed.

With regards to timescales, the Inner North phase became operative on 29 Sept 2014 and officers will need at least a year's worth of data before a review of any decisions can take place, although if any changes to the road layout were proposed then this could also affect the timescale.

The process to change a speed limit will take at least 6 months as it includes a legal order with a formal consultation. In the meantime, the residents could undertake a community speed watch (if this does not already happen in this location) which will help slow traffic in the area and show that the local community take speeding seriously. This would also act as evidence towards speeding in the area.

Question(s) to the Mayor from Councillor Telford

Subject: Air Pollution

Though it is right that citizens in Avonmouth have been championing air pollution, surely citizens from all over the city have a right to breathe clean air. Monitoring of air quality is essential for evidence-based policy and I feel that more (not less) air quality monitors are required within the inner city. Residents of St Pauls, Easton and Lawrence Hill are subjected to unacceptable levels of pollution due to cars, busses and lorries that use their roads. This takes years off their lives and effects them on a daily basis.

The Mayor's Forward Plan previously stated that there would be an Air Quality report coming to the January Cabinet meeting. This has failed to materialise.

Will the Mayor commit to greater Air Quality Management and openly share his plans with the city as part of the ongoing struggle for breathable air?

Reply:

I think you know from my constant refrain on the subject that I share your concern about the impacts of air quality on the people of Bristol and I am implementing an ambitious programme to reduce pollution at source, by reducing pollution from traffic in the city and allowing Bristol to act as a test bed for initiatives such as the geofence for which we have recently received £1m government funding.

I wish to fully involve Councillors in understanding the air quality issues and potential problems and I shall be arranging a Briefing for all Councillors in March.

As was reported to Place Scrutiny, since air quality solutions are so interwoven with transport and planning activities, work on a standalone air quality strategy is now being incorporated into wider strategic planning work during 2015.

Question(s) to the Mayor from Councillor Fodor

Subject: BLACKLISTING

Could the mayor please say what actions have been taken to implement the 'Blacklisting motion (shown below) agreed by full council on 10th September 2013?

City Council is deeply concerned by revelations that major companies have been involved in blacklisting in order to deny employment to workers who have engaged in trade union activity, such as reporting breaches of health and safety regulations.

The Information Commissioners Office (ICO) found that a blacklist of over 3,200 construction workers was maintained, and their personal details traded for profit. This blacklist was used by over 40 companies and included information about workers personal relationships, trade union activity and employment history.

Many of the workers who were blacklisted for reporting breaches of health and safety work in the construction industry which employs 5% of all workers in Britain but produces 22% of fatal injuries.

The ICO list of companies which used the blacklist service includes companies contracted by Bristol City Council. The use of such blacklists is unacceptable and cannot be condoned, having a potentially negative impact on the employment rights of Bristol's 8,000+ construction workers.

Several local authorities across the country have passed resolutions to refuse to accept tenders for publicly funded contracts from companies that use blacklisting. It is time that Bristol joined them.

This Council resolves, wherever lawful to do so to:

- exclude companies involved in blacklisting of workers from securing future Council contracts.*
- require companies tendering for contracts to demonstrate that they are not using blacklists.*
- require that companies that tender for Council contracts demonstrate that they have processes in place to encourage the reporting by workers of workplace concerns, particularly in respect of health, safety and welfare.*
- seek, where this can be done without financial or legal penalty, to terminate contracts where companies are found to be using blacklists.*
- examine existing contracts with any of the companies listed by the ICO and ask for reassurances that the company uses no form of blacklisting to inform their employment decisions.*

Reply:

Since the Blacklisting' motion of the 10th September 2013 the Council has introduce a vetting process in all appropriate procurement projects at the Pre-Qualification Questionnaire stage ensuring that companies tendering for Council contracts demonstrate that they are not using blacklists.

In addition, a termination clause is incorporated into appropriate contracts to allow the Council to cancel the contract if it is discovered that a company is or has used a blacklist.

Question(s) to the Mayor from Councillor Bolton

Subject: Metrobus

It is noted that a further request for funding has been made by the Metrobus project to cabinet at its meeting on 13th January. It is further noted that the Place scrutiny commission has submitted a statement expressing concern at this request for additional funding and that it be the last such request.

In view of this, if there are further price increases, who pays for them? Will it be the council(s) or will it be the contractor?

Reply:

When risks or costs increase, the financial impacts very much depend on each individual circumstance and whether or not the risk or issue was included within the contractor's price.

Where a contractor has already priced for the risk or a known issue then the costs would fall on them. If it is outside the scope of works then the cost pressure could reside with the project.

To provide greater incentive to the contractor the main contract is a pain/gain contract for which Bristol City and North Somerset Councils share the risk of cost increases with the contractor (along with sharing any savings if it is delivered below budget).

It should be noted that any changes during the implementation of this project would, in the first instance, be funded from the contingency funding.