

Summons to attend meeting of Full Council



Date: Tuesday, 11 July 2023

Time: 6.00 pm

Venue: The Council Chamber - City Hall, College Green,
Bristol, BS1 5TR

To: All Members of Council

Issued by: Oliver Harrison, Democratic Services

City Hall, PO Box 3399, Bristol, BS1 9NE

Tel: 0117 3526162

E-mail: democratic.services@bristol.gov.uk

Date: Friday, 30 June 2023



Agenda

6. Public Petitions, Statements and Questions

Public forum items can be about any matter the Council is responsible for or which directly affects the city. Submissions will be treated in order of receipt and as many people shall be called upon as is possible within the time allowed within the meeting (normally 30 minutes). **(Pages 3 - 52)**

Further rules can be found within our Council Procedure Rules within the Constitution.

Please note that the following deadlines apply to this meeting:

- a. Public petitions and statements: Petitions and written statements must be received by 12 noon on Friday 7 July 2023 at latest. One written statement per member of the public is permitted.
- b. Public questions: Written public questions must be received by 5pm on Wednesday 5 July 2023 at latest. A maximum of 2 questions per member of the public is permitted. Questions should be addressed to the Mayor or relevant Cabinet Member.

Public forum items should be e-mailed to democratic.services@bristol.gov.uk

Signed



Proper Officer
Friday, 30 June 2023



Full Council – 11 July 2023

Agenda item 6 b

Public questions



Procedural note:

Questions submitted by members of the public:

- Questions can be about any matter the Council is responsible for or which directly affect the city.
- Members of the public who live and/or have a business in Bristol are entitled to submit up to 2 written questions, and to ask up to 2 supplementary questions. A supplementary question must arise directly out of the original question or the reply.
- Replies to questions will be given verbally by the Mayor (or a Cabinet member where relevant).
- Written replies will be published within 10 working days following the meeting.



Ref No	Name	Title
PQ01	Martin Rands	Traffic Regulation Order
PQ02	Vassili Papastavrou	Otters on Hartcliffe Way
PQ03	Jen Smith	Investigation into Social Media
PQ04	Lynda Rooke	Funding for Cultural Organisations
PQ05	Ian Harris	Cultural Investment
PQ06	Lena Wright	Developer Funds Allocated for RPZ in Windmill Hill
PQ07	Janet Adams	Independent Arts Panel
PQ08	Charlotte Gage	Digital Advertising Screen
PQ09	Haydn Gill	Golden Motion Vision Zero
PQ10	Gerard Cooke	Cultural Investment
PQ11	Naomi Campbell	Cultural Investment
PQ12	Kim Hicks	Independent Arts Panel
PQ13	Cliff Evans	Cultural Investment
PQ14	Clarissa Payne	Trans Inclusion Policy
PQ15	Sian Ellis-Thomas	Member Complaints
PQ16	Claire Gronow	Net Zero Bristol
PQ17	Rick Alden	One City Climate Strategy
PQ18	Greg Cooper	Net Zero Bristol
PQ19	Stephen McNamara	Equity and Inclusion Policy
PQ20	Emma Harvey	Community Asset Transfers
PQ21	Wendy Stephenson	Equity and Inclusion Policy
PQ22	Rob Bryher	Liveable Neighbourhoods
PQ23	David Redgewell	Buses and Rail
PQ24	Simon Rees	One City Climate Strategy
PQ25	Dan Ackroyd	Social Media
PQ26	Suzanne Audrey	Bristol Harbour Community
PQ27	Rob Dixon	MetroWest Station
PQ28	Dan Ackroyd	YTL Arena
PQ29	Margaret Page	Equity and Inclusion Policy
PQ30	Mark Ashdown	Tree Preservation Order
PQ31	Mark Ashdown	SNCI Boundaries



QUESTION PQ 01

Subject: Traffic Regulation Order

Questions submitted by: Martin Rands

A Temporary Traffic Regulation Order applies to Cumberland Road/Smeaton Road until 28th July 2023. Please see attached screenshot of One Network notification. According to the One Network website, a temporary traffic regulation order does not appear to apply to Avon Crescent. It looks like one does not exist.

QUESTION 1

My question is "Is there a temporary traffic regulation order in place for Avon Crescent?"

Answer

There is currently a Temporary Traffic Regulation Order (TTRO) in place on Avon Crescent.

QUESTION 2

If (as I suspect) there is no temporary traffic regulation order in existence for Avon Crescent, will you enact one for Avon Crescent until a new s.73 Metrobus AVTM planning consent is granted by a development control committee? Failing this, the council will be in breach of the Metrobus AVTM planning conditions it imposed upon itself, if the Avon Crescent barriers are removed."

Answer

There is a valid Temporary Traffic Regulation Order for Avon Crescent.



QUESTION PQ 02**Subject: Otters on Hartcliffe Way****Question submitted by: Vassili Papastavrou**

On 20 January 2023 there was an article by Tristan Cork regarding the deaths of two otters on Hartcliffe Way. Since then it has become apparent that the grill on Pigeon House Stream was too fine to allow an otter to pass through it in order to travel under the road. I have since found an example of an Environment Agency grill in Mousehole with a much greater width between the bars which would allow otters to pass. It is unlikely that Pigeon House stream grill is owned or installed by the Environment Agency as there is no sign stating this so it is likely to be owned by BCC. Despite the disturbing deaths of these two otters, and several requests by a number of people including me, nothing has been done in the last six months to address the problem. The current harbourside litter bin campaign states that BCC likes otters but clearly practical measures are needed beyond photos on bins.

QUESTION 1

Can the Mayor now take tangible steps to address mortality of otters on Hartcliffe Way? This may include adjusting the grill on Pigeon House Stream in order that otters can pass under the road and otter fencing to prevent the passage of otters across the road.

Answer:

The grill on Pigeonhouse stream upstream of Hartcliffe Way provides a very important flood risk management function, by protecting the flood relief tunnel that diverts flood flows away from Bedminster and into the river Avon. The width of the bars needs to be suitable to catch the type of debris washed down the stream that could cause blockage. In this case, the debris is predominantly wood. Each screen must be designed based on site specific requirements.

The culvert has been inspected by council officers. The trash screen bars into the culvert do appear to be a barrier to otters. There is potential that this could be remedied, but we would have to balance this against the potential to increase the risk of blockage by larger items being able to flow through the bars. The risk of flooding must be managed as a priority.

A feasibility study is required to understand what measures are required to make this culvert suitable for otters. Officers are reviewing options to commission such a study.



QUESTION PQ 03

Subject: Investigation into Social Media

Question submitted by: Jen Smith

QUESTION 1

On Tuesday 18 October 2022, councillors voted for an independent investigation into social media.

Why has this not happened yet? Please include the timeline set for this to take place in the answer.

Answer

There has been an internal investigation and no wrongdoing was found.

Before taking any further action on an independent investigation, we decided to wait for our full OFSTED ILAC inspection. We took the Ofsted report to Cabinet and noted their comments regarding improvement in relationships with SEND parents.

We have recently appointed a new Director of Education and Skills, who will continue to lead our work in education alongside Bristol Parent Carer Forum and other partners.



QUESTION PQ 04

Subject: Funding for Cultural Organisation

Question submitted by: Lynda Rooke (Chair of Equity UK)

QUESTION 1

When can Equity, a trade union which represents many of the freelance, self-employed workers in this sector expect an invite to participate on this panel as a Social Partner?

QUESTION 2

What analysis did your office take over the potential loss of jobs and the economic impact of delaying this funding, as compared to awarding funding as planned in October 2022?

Answer:

CIP Process

The delay in determining the grant applications submitted is unfortunate and I agree this situation is not ideal, but we have a responsibility to make sure we get the allocation of public money right. Given that this is a grant process, we want to make sure the decisions made are independent, stand up to scrutiny and put in place a process that will last.

My team are working closely with arts development colleagues to review and redesign the process so it can be led by independent and, importantly, external assessors who can offer a wider or commercial lens to the applications, while retaining our drive for the funding to support diversity and inclusion. This redesign will be finalised in the next month once the recruitment of a consultant and independent panel is concluded. The next step will then be to carry out the assessment exercise of current, existing applications which will be completed as soon as possible.

When the recommendations came to me, I was concerned that the process of scoring, assessing and determining was not done in a sufficiently transparent way and was open to challenge. It is imperative that the process followed is rigorous, transparent and, where feasible, independent.

Wider context

It is worth noting that while arts funding in Bristol may have been reduced by 26% since 2016 – the important context is that the Government has cut council funding by 60% since 2010.

The council does not have a statutory duty to fund the creative sector in this way - protecting funding for culture and the arts has been difficult in the context of year on year real-terms cuts to our funding from the Conservative Government, but the majority has been retained. This funding comparison should allow you to see the ongoing commitment we have made to the arts and creative sector.

This is a considerable achievement in the context of a decade of austerity where we have seen funding to Adult Social Care, Children's Care, homelessness, and other services cut. I mention this as while the funding has only been delayed, not reduced, I wanted to stress the challenging financial position in which Bristol and other councils are in.



I would also like to reiterate that we fully appreciate the value that the sector brings to Bristol and believe this is reflected in our actions. We have received some criticism for refurbishing the Bristol Beacon but have committed to bring this important cultural venue and centre back into use. Likewise, St Pauls' Carnival recently returned, which was part-funded by the Council and does a great deal both directly and indirectly for Bristol's creative community.

More information will be made available in the coming months.

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QUESTION PQ05

Subject: Cultural Investment

Question submitted by: Ian Harris

QUESTION 1

Given the way the One City Plan celebrates the vital role culture and the creative industries play in lives of Bristol people, it's economy and in terms of its international reputation - why did you instigate a lengthy delay to the original decision deadline of October 2022 for the BCC Cultural Investment Programme?

QUESTION 2

And on what basis do you think that a new independent panel for arts funding is required, given that a rigorous process had already been conducted by Council officers - as in previous years?

Answer

CIP Process

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QUESTION PQ 06

Subject: Developer Funds Allocated for RPZ in Windmill Hill

Question submitted by: Lena Wright

There is three-quarters of a £million paid to date by developers of the Council's flagship "Bedminster Green" regeneration area - for the necessary RPZ zones around the thousand new apartment units that are now being built near East Street. At least 5 blocks of flats are progressing very quickly, and have already passed 10 storeys tall. The first new residents should be expected to arrive in less than a year, but there has been no noticeable movement at all on the spending of that dedicated RPZ money. Planning and implementing an RPZ takes substantial time - especially consultation - and it now appears very unlikely that any RPZs will be ready to start before new residents start arriving with many hundreds of new cars and nowhere to park except already-full nearby residential streets.

It is not legally permissible to spend this developer money on anything other than RPZs as determined by the planning approval; if the money is not spent within the legal time-limit, it will be handed back to the developers to take as excess profits for shareholders. Therefore, can the Mayor explain:

QUESTION 1.

How much of the Bedminster Green developer contribution for parking is now spent, on what?

Answer

Planning committees can set conditions on planning applications when making decisions. However, they cannot determine transport policy.

There is no intention to initiate a new RPZ. We expect the new development to be low car.

From the plots that have received planning permission (Plots 2,3 & 4), the council has secured £406,000 in contributions from developers in the Bedminster Green area for a variety of transport related interventions to mitigate the impact of the development.

The Section 106 parking contributions are for restrictive parking measures in the area which could apply to various approaches.

As we have stated many times, we will only bring forward residents parking schemes where overwhelming local support has been demonstrated, a criterion that has not yet been met.

We are developing a Liveable Neighbourhood in East Bristol. This is a project that seeks to consider all needs in the local area to encourage more sustainable trips in the long term. Full Council approved funding to develop a bid to the West of England Combined Authority to design and implement a liveable neighbourhood in south Bristol once the East Bristol scheme has been delivered. This scheme will include consideration of the area around Bedminster Green.

QUESTION 2

What date does he expect consultation on the new RPZs around Bedminster Green to begin?



Answer

There is no consultation planned.

I would encourage you to speak to your local councillors about low-traffic neighbourhoods.



QUESTION PQ07

Subject: Janet Adams

Question submitted by: Independent Arts Panel

QUESTION 1

What will the terms of reference for the new independent arts panel be?

QUESTION 2

What democratic scrutiny will this new independent arts panel be given by Council?

Answer

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QUESTION PQ08

Subject: Digital Advertising Screen

Question submitted by: Charlotte Gage

This JCDecaux digital screen was approved in 2018 and has only just been constructed, meaning its 5-year period of express consent ends in December 2023, at which point a Discontinuance Notice could be issued. The screen blocks the pavement, and when it is switched on, it will create light pollution and be an extremely hazardous distraction to drivers. You may have seen that it has received a lot of strong criticism from local people.

QUESTION 1

Will the Mayor consider issuing a Discontinuance Notice on the extremely large JCDecaux digital advertising screen which has just been built next to Cabot Circus?

Answer

No, the advertising screen secured planning permission after appeal, and I have no plans to revisit this.

QUESTION 2

What would it cost to issue a Discontinuance Notice?

Answer

It is difficult to say how much it would cost to issue a discontinue notice. Issuing a notice comes with several risks which could cost the council thousands of pounds more. Those risks are increased as JCDecaux have already secured planning permission at appeal.

We might be found liable to fund highway / carriageway improvements as JCDecaux paid for as part of the project.



QUESTION PQ09

Subject: Golden Motion Vision Zero

Question submitted by: Haydn Gill

The golden motion is about making Bristol safe for everyone, focusing on what Bristol City Council can do now and how it can work with partner organisations to reduce avoidable road death and injury on Bristol's roads. Birmingham had four people killed by drivers, including two children, whilst walking and cycling in June. We cannot let the same happen in Bristol.

QUESTION 1:

Cllr Alexander, when will Bristol City Council and Bristol Waste vehicles become speed limited, Voi e-scooters have proven it is cheap and possible in this city?

Answer

All vehicles are limited by the speed limit which every driver is expected to observe. You cannot legislate against every situation and against those who don't care about others.

Bristol City Council vehicles do not have speed limiters fitted unless it is an "O" Licence vehicle

To retro fit this type of device would be very expensive.

Like all vehicles that use the transport network within Bristol, our drivers are expected to drive within the road speed limit, which is in many cases 20mph.

QUESTION 2

Mayor Rees, as a fellow cyclist, have you ever had a driver overtake too close or pull out in front of you whilst cycling in Bristol, how did it make you feel, do you empathise with what thousands of Bristolians experience whilst cycling and e-scootering on a daily basis?

Answer

Yes, that has happened to me.

As I've said previously, road space in general is limited so we all need to be better at sharing the same space. Everyone in the road user hierarchy must share space in a safe way.



QUESTION PQ 10

Subject: Cultural Investment

Question submitted by: Gerard Cooke

QUESTION 1

Why, in March 2022, was the new Cultural Investment Programme launched - with the Mayor's sign off <https://www.bristol.gov.uk/files/documents/1103-bd13958-a-cultural-investment-prog-2023-27-v3-p8/file> - and how much public money was used, and indeed wasted, on this part of the process which has now been binned?

Answer

Officer time has been utilised so there is no spend of public money other than that already allocated to this work stream

QUESTION 2

Why have you decided to scrap the method of delivery of the Investment Programme before you've designed its replacement?

Answer:

CIP Process

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QUESTION PQ11

Subject: Cultural Investment

Question submitted by: Naomi Campbell

QUESTION 1

If it wasn't a rigorous process that was conducted by the council arts officers concerning arts funding, can you explain why it wasn't?

QUESTION 2

Will the meetings, documents and Terms of Reference of this independent arts panel be open to public and press?

Answer:

CIP Process

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QUESTION PQ12

Subject: Independent Arts Panel

Question submitted by: Kim Hicks

QUESTION 1

When did you take the decision that a new Independent Arts Panel was needed?

QUESTION 2

How will the new Independent Arts Panel be structured?

Answer

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QUESTION PQ13

Subject: Cultural Investment

Question submitted by: Cliff Evans

QUESTION 1

Why, in March 2022, was the new Cultural Investment Programme launched - with the Mayor's sign off <https://www.bristol.gov.uk/files/documents/1103-bd13958-a-cultural-investment-prog-2023-27-v3-p8/file> - and how much public money was wasted on this part of the process which has now been binned?

QUESTION 2

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Answer

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QUESTION PQ14

Subject: Trans Inclusion Policy

Question submitted by: Clarissa Payne

QUESTION 1

What policies are in place to ensure BCC avoids unlawful belief discrimination or sex discrimination against staff and service users?

Answer:

The Council's policies on equality, diversity and cohesion can be found on our website, following this link [Equality, diversity and cohesion policies \(bristol.gov.uk\)](https://www.bristol.gov.uk/equality-diversity-and-cohesion-policies).

QUESTION 2

What plans does BCC have to engage with unfunded local gender-critical groups such as Bad Policy Watch, the local branches of the Women's Rights Network, Women of Wessex, Lesbian Rights Alliance, SEEN Civil Service Network?

Answer

Full Public consultation has taken place in relation to the Council's Trans Inclusion and Gender Identity Policy which would enable any groups to participate and share their views.



QUESTION PQ15

Subject: Member Complaints

Question submitted by: Sian Ellis - Thomas

We should be able to depend on honesty, integrity and respect from our elected representatives. The current system of accountability for Councillors is just not fit for purpose and must be addressed so that residents, community groups and officers can access a fair system of complaint and redress. Especially when councillors continue to use the same tactics to mislead constituents and oppose and demean bona fide community groups, who do not bend to their will. We have submitted an official complaint against a councillor. It takes courage and considerable emotional labour to embark on a complaint of this kind, and it's not something that we, or anyone, instigates without being pushed to the very edge. But we are not the first. We know ours is one of three submitted against this councillor in 2023. Two of which have already been dismissed. But there are more to come. We therefore demand that the voices of complainants like us, are heard properly and that every complaint submitted is investigated fully, to restore some level of public faith in the Council to hold our elected representatives to account.

Motions to work with community groups are commendable, but the people who work with us, must be accountable to treat us with respect and dignity.

QUESTION 1

Can the Mayor confirm that he will ensure that all these complaints are reviewed and investigated in full including internal and external enquiries where necessary?

Answer

The complaints process is the responsibility of the Monitoring Officer and Members, including the Mayor, cannot be involved in the way in which they are conducted or decided as this is a process that has to be independent.

Of course, I'm always very concerned when members of the public give examples of being bullied or harassed by anyone associated with Bristol City Council, especially elected members.

QUESTION 2

Does the mayor agree that the current process and sanctions for breaches of the Member Code Of Conduct are woefully insufficient and must be made more robust to act as more of a deterrent to offenders who breach the code.

Answer

The Localism Act 2011 removed the ability for councillors to be suspended or disqualified for breaches of the Code of Conduct.

The sanctions that are available in the policy are like sanctions adopted by Local Authorities throughout the Country.



I would encourage members of the public to have their say on the behaviour of any politicians next May in the Local Elections. The most effective discipline tool is to not vote for politicians if you don't agree with their behaviour and convince others not to as well.



QUESTION PQ16

Subject: Net Zero Bristol

Question submitted by: Clair Gronow

It seems pretty clear that Council is not on track to deliver the promised carbon neutral Bristol by 2030. When asked about this, the Mayor seems to be distancing himself from this commitment. For example, in responses to questions to the December 2022 Council meeting, we were told “The emissions of the whole city are not the responsibility of the council nor is their reduction solely a result of the council’s action”. This seems odd, given that the Mayor’s Climate Emergency Action Plan (2019) clearly states the Mayor’s commitment to a carbon neutral Bristol by 2030, and that the Mayor, in his TED Talk (May 2022) told us very clearly that we could hold him personally accountable for this commitment.

QUESTION 1

Is Bristol City Council still committed to delivering a carbon neutral Bristol by 2030, or has the responsibility been passed on to others to deliver this commitment?

Answer:

Both suggestions in your question are true at the same time, the Council is committed, but this responsibility is shared. They are not mutually exclusive. I am responsible for the city, but so too are lots of other people and organisations, who may have limited power. In my TED talk, the point I made is that I am being held accountable. That’s just the way that it is for a city leader.

I am not going to respond to your suggestion that I am not personally committed to deliver Carbon neutrality.

Bristol City Council is ensuring it is carrying out its own plan to ensure that we are / and working with partners to carry out wider plans.

The One City Climate Strategy is collectively owned by many partners in the city, and it’s not “the council’s”. The One City Environment Board and other boards will be considering the recommendations of the Bristol Advisory Committee on Climate Change and the council will be an active participant in those discussions and action.

QUESTION 2

If so, who can the citizens of Bristol now hold to account for delivering on the commitment?

Answer

City leadership is complex. We must hold ourselves and each other to account. We’re carrying on and delivering on our own plan.

You need investment to become carbon neutral, which is what I talked about in my TED talk.



QUESTION PQ 17

Subject: One City Climate Strategy

Question submitted by: Rick Alden

I note in the latest report from the Bristol Advisory Committee on Climate Change it says with regard to the One City Climate Strategy: "In short progress is not yet sufficient or widespread enough to meet the goals of the strategy".

QUESTION 1

What concrete actions is the council undertaking to improve progress so that Bristol gets back on track to meet the goals of the strategy?

Answer:

The One City Climate Strategy is collectively owned by many partners in the city, and it's not the sole responsibility of Bristol City Council.

The One City Environment Board and other boards will be considering the recommendations of the Bristol Advisory Committee on Climate Change and the council will be an active participant in those discussions and action.

We are currently recruiting a One City Climate Strategy Co-ordinator to support this collaborative approach, forming a "Transition Team" with key partners.

QUESTION 2

When does the council expect to be back on track with it's One City Climate Strategy?

Answer

I would dispute that we need to be "back on track". The City Council's action plan contains nearly 60 actions which we are already undertaking to contribute to the One City Climate Strategy Goals, and you can find this on our website.

Two examples include:

- The City Council has created the Bristol City Leap energy partnership which will invest nearly £600m over the next 5 years. The Committee note that *"...this promises to be a transformative partnership for the city and our climate ambitions"*
- We are also developing a funding bid to Innovate UK which will provide the city with additional capacity for the Transition Team and secure further private sector investment.

The scale and pace of change needed to decarbonise the city relies heavily on national policies and action, and the National Committee on Climate Change reported a couple of weeks ago that their *"...confidence in the UK meeting its goals from 2030 onwards is now markedly less than it was in our previous assessment a year ago."* So, with this national context it's hard to make predictions.



QUESTION PQ18

Subject: Net Zero Bristol

Question submitted by: Greg Cooper

A successful transition to net zero will only happen if the public are aware of and accept the scale of change needed.

QUESTION 1

What specifically is the Council doing to accelerate this City-wide awareness - including addressing misinformation about the transition that appears in some parts of the media;

Answer:

I think the premise of your question is misguided. The biggest block to decarbonisation is getting finance in place to roll out the necessary technology and infrastructure.

At a recent Core Cities meeting, the Chief Executive of Siemens who have done a lot of work on our wind turbines, said that we have the technology to fix 80% of the problem. Unfortunately, what we don't have is the finance to roll that technology out.

Bristol City Council's Quality of Life Survey shows that 87% of people in Bristol are concerned or very concerned about climate change and many are acting. A few of these are featured on the Bristol Climate Hub which you can read [here](#).

QUESTION 2

How will the effectiveness of the Council's efforts be measured?

Answer

Resources are needed to be able to invest in becoming net or carbon zero. We have limited resources to undertake communication campaigns and to monitor its impact.

But in my roles at the LGA and Core Cities I continue to lobby government for finance to be able to do the necessary work to decarbonise.



QUESTION PQ19

Subject: Equity and Inclusion Policy

Question submitted by: Stephen McNamara

Introduction

I refer you to the Equality Impact Assessment (Appendix B to the Equity and Inclusion Policy Report) and the consideration of the protected characteristic of "religion or belief".

There is no mention of the pressing need to protect the right of officers who do not agree with a trans ideology. This is an embarrassing failure given the debate taking place and given recent legal cases

The “chilling effect”

Given

1. The Full Council resolution of 5/7/2022 that
 - trans men are men, trans women are women and
 - To ...not [take] advice from or award[..] contracts to organisations that promote an anti-trans agenda or propaganda.
2. The refusal of the council to publicly acknowledge that the motion of 5/7/22 is non-binding and without legal effect (as conceded in private correspondence)

It is foreseeable that officers will fear detriment for expressing perfectly common and widely held and protected beliefs

Some legal reminders of a basic right

Please consider

- 1) The Employment Appeal decision in Forstater which states that gender critical beliefs such as that sex is immutable “is a belief that might in some circumstances cause offence to trans persons, but the potential for offence cannot be a reason to exclude a belief from protection” (para 111) and that such gender critical beliefs are worthy of respect in a democratic society. Ms Forstater has been awarded over £100,000 for the manner in which she was treated
- 2) Fahmy v Arts Council England: Ms Fahmy was found to have been harassed as a result of expressing gender critical views

QUESTION 1

Do you think the Equality Impact Assessment is adequate when it fails to even mention this issue?

Answer

The Council’s draft policy directly references and aligns with relevant UK Legislation and up-to-date Equality and Human Rights Commission and other relevant guidance.



The Equality Impact Assessment sets out the considerations we have given to give due regard to our duties under the Equality Act 2010 and to relevant guidance.

QUESTION 2

Will you please confirm that officers of the council will not be subject to sanction or detriment if they believe and state (in appropriate circumstances and in an appropriate manner) that , for example:

- A person cannot change sex;
- A trans woman is a man;
- Sex is binary, immutable and important;
- Belief in “gender identity” is a fundamental muddle;
- A man should not be given drugs to enable them to “breast feed” a baby;
- Experimental puberty blocking drugs should not be given to children;
- Gender Ideology should not be taught as fact in schools;
- Trans women should not compete in women’s sports;
- Trans women should not be allowed in women’s single sex spaces;
- Rapists should never be put into a women’s prison;
- A lesbian does not have a penis

Answer

The Council treats all staff in accordance with the Equality Act 2010 and the Council’s employment procedures.



QUESTION PQ20

Subject: Community Asset Transfers

Question submitted by: Emma Harvey

QUESTION 1

Given the inconsistencies and lack of transparency within the Community Asset Transfer process, as well as the continuous neglect and decline of community infrastructure like Jacobs Wells Baths, will the Council consider the adoption of a new 'Public Realm' asset use class and an improved CAT process that ensures better definition and protection of our civic and cultural domains for the benefit of all citizens?

Answer

The existing CAT process works well. It is predicated on community groups have an effective business case that the council can rely on. This case should not create a liability for the council; not create costs for the council and not return to the council in a worse condition than when it was transferred.

It is also predicated on no change of use, so those buildings remain as community assets.



QUESTION PQ21

Subject: Equity and Inclusion Policy

Question submitted by: Wendy Stephenson

The Council recognises that gender reassignment is a protected characteristic under the Equality Act 2010. However, on page 32 of the policy when listing protected characteristics it uses the terms 'gender identity' and 'gender expression'. Neither of these terms have any meaning in law but are generally used by institutions who subscribe to gender identity ideology. That is, the belief that 'transwomen (men) are women' and 'transmen (women) are men'. This belief was promoted and endorsed by full Council in its Silver Motion of 5 July 2022.

It is likely that most people in Bristol don't subscribe to the notion of gender identity and believe that humans have a sex and a personality. This protected belief is of course held by many council employees and councillors and is known as 'gender critical'.

The concerns of many people, including women's groups, faith groups, sports groups; the successful court cases of Allison Bailey, Maya Forstater, Denise Fahmy, Claudia Clare (all discriminated against because of their gender critical beliefs); the closure of the Tavistock Clinic and the Cass report have been dismissed in the Equalities Impact Assessment in the following line:

'Some people have concerns about the promotion of Trans rights and this has become a controversial equalities fault line'

This response is wholly inadequate.

QUESTION

How will Bristol City Council ensure that councillors, council employees, job applicants, citizens of Bristol, funded organisations, partner organisations, do not suffer a 'chilling effect' in that they are not free to express their gender critical beliefs, and are not discriminated against in other ways because of their beliefs? The Equalities Impact Assessment states that 'some people may not want physical contact with someone of a differing sex on account of their religion'. The impact of this is not addressed and no mitigation is offered.

Answer:

The Council's draft policy approach directly references and aligns with relevant UK Legislation and up-to-date Equality and Human Rights Commission and other relevant guidance.

The Equality Impact Assessment sets out the considerations we have given to give due regard to our duties under the Equality Act 2010 and to relevant guidance.



QUESTION 2

What consideration has been given to the impact of men (complete with male genitalia) but who identify as women accessing female only spaces that may also be used by Muslim women, for example?

Answer

The Trans Inclusion and Gender Identity draft policy provides clarity on how best to support trans and gender-diverse service users and citizens, as well as making sure other characteristics including sex-based protections are correctly and lawfully accounted for in any approach we take.

As part of this process, we consulted on the draft policy approach to make sure we heard all voices.

This was so that we had a clear understanding of the potential equality impact of our proposed policy approach, and that people had the chance to provide their views to support the Council to identify and rectify any gaps, issues, or ambiguities in the policy.

The outcome of the consultation is being considered in finalising the Policy.



QUESTION PQ22

Subject: Liveable Neighbourhoods

Question submitted by: Rob Bryher

Preamble to Q1

It is really great to see the Liveable Neighbourhoods trial scheme being implemented in the next few months in St George. Many local residents have expressed to me how clogged with rat run traffic their streets are and how important it is for their children's safety that this scheme is implemented. However, residents to the north of Church Road are interested to know whether they will see any similar proposals being brought forward as there are a number of places that have been highlighted to be streets negatively affected by through-traffic.

QUESTION 1

What plans currently exist to extend the liveable neighbourhoods programme north of Church Road to the area between Whitehall Road and Church Road?

Answer

There are no current plans to extend the Liveable Neighbourhood scheme north of Church Road.

This administration has committed to delivering two pilot schemes, with the Barton Hill, Redfield and St George scheme being the most advanced.

Work on the second pilot in South Bristol is in the early stages of development.

Preamble to Q2

Studies of London's LTNs have shown that traffic decreased by around 46% on roads within the scheme area, but concerns persist in the local community about the effect of this traffic being forced onto Church Road.

QUESTION 2

Has modelling been undertaken to understand how much traffic will decrease on roads within the scheme area and/or increase on Church Road during the trial scheme and whether this will be a negligible increase (or no increase at all) over time?

Answer

Transport modelling has been completed as part of the outline business case process and assesses how the scheme performs, taking into consideration the modal shift that occurs with this type of area wide scheme.

However, we're aware of the significant change that these measures may mean for the community, which is why we recognise the importance of trailing the measures to understand their impact. It cannot be doubted that there could be an increase in traffic in some roads because of the Liveable Neighbourhood as has happened in other areas of the country.

It is likely that there will be some short-term disruption at the start of the trial as journeys change and people adapt. Traffic patterns will be monitored throughout so that any longer-term displacement can be assessed. It is well known that living neighbourhoods have been withdrawn in some areas and it is



essentially we work on these plans by taking the community with us. And therefore we go one step at a time. We will review the progress of East Bristol Liveable Neighbourhood constantly.

The team is currently reviewing the feedback from the latest round of engagement to understand if any changes are required before progressing to the trial stage.



QUESTION PQ23

Subject: Buses and Rail

Question submitted by: David Redgewell

With the secretary of state for transport Mark HARPER MP now allowing the west of England mayoral combined Transport Authority and North Somerset council to use part of £105 million pounds bus service improvement plan to be spent on support bus services.

QUESTION 1

Will Bristol city council now work with the metro mayor Dan Norris. Will the city council work to restore public bus service in Bristol to following areas: Stapleton Broomhill, Fishponds, Ashton vale, parts of Eastville, Easton, the Dings, Bristlington and links to Southmead hospital uwe Bristol parkway and south Bristol hospital.

Answer:

We agree with you David.

We will continue to work with the West of England Combined Authority to provide the best bus network possible for the city and wider region. This will include looking at options for supporting bus services where services have recently been lost. While some of the Bus Service Improvement Plan funding can be used for supported services this will be limited and funding will have to be prioritised for the most necessary services.

QUESTION 2

Will Bristol city council work with the west of England mayoral combined transport Authority and North Somerset council to make representations to Department for transport and Transport focus about the closure of Railway ticket offices.

Answer:

I totally agree, David. There is no argument for cutting railway ticket offices.

Impacts on those already hindered by a lack of mobility and without ready access to the internet. Another unacceptable Conservative cut.

Rail falls under the remit of the West of England Combined Authority. We oppose the loss of staffed ticket office at rail stations and will work with the combined authority to make representation to the DfT



QUESTION PQ24

Subject: One City Climate Strategy

Question submitted by: Simon Rees

I note in the latest report from the Bristol Advisory Committee on Climate Change it says with regard to the One City Climate Strategy: "In short progress is not yet sufficient or widespread enough to meet the goals of the strategy".

QUESTION 1

What concrete actions is the council undertaking to improve progress so that Bristol gets back on track to meet the goals of the strategy?

Answer:

I would dispute that we need to be "back on track".

The City Council's action plan contains nearly 60 actions which we are already undertaking to contribute to the One City Climate Strategy Goals, and you can find this on our website.

The One City Climate Strategy is collectively owned by many partners in the city, and it's not the sole responsibility of Bristol City Council.

The One City Environment Board and other boards will be considering the recommendations of the Bristol Advisory Committee on Climate Change and the council will be an active participant in those discussions and action.

We are currently recruiting a One City Climate Strategy Co-ordinator to support this collaborative approach, forming a "Transition Team" with key partners.

The scale and pace of change needed to decarbonise the city relies heavily on national policies and action, and the National Committee on Climate Change reported a couple of weeks ago that their *"...confidence in the UK meeting its goals from 2030 onwards is now markedly less than it was in our previous assessment a year ago."* So, with this national context it's hard to make predictions.



QUESTION PQ25

Subject: Social Media

Question submitted by: Dan Ackroyd

In the Cabinet meeting on the 4th of July, Councillor Craig said on behalf of Mayor Rees, "The nimbys who love to roll around on Twitter will never contribute anything other than their negativity".

QUESTION 1

Please can you clarify exactly who you mean. For example is it every twitter user who is interested in Bristol that "rolls around in NIMBYism", or is it only the people who don't agree with you?

Answer

It was Councillor Cheney, and his quote was self-explanatory.



QUESTION PQ26

Subject: Bristol Harbour Community

Question submitted by: Suzanne Audrey

Background.

At the Cabinet meeting on 4 July 2023, Deputy Mayor Craig Cheney stated the Gypsy, Roma and Traveller community is not disproportionately represented within the harbour community, and to conflate Bristol's harbour community with the Gypsy, Roma and Traveller community is 'unacceptable appropriation'.

Bristol City Council's website [Gypsy, Roma and Travellers (bristol.gov.uk)] indicates:

Bristol's Gypsy, Roma and Travellers

The term Gypsy, Roma and Traveller (GRT) describes a number of ethnic and cultural groups.

Ethnic Gypsy, Roma and Travellers include:

- Romany English Gypsies
- Eastern European Roma and Irish Travellers
- Scottish and Welsh Gypsies and Travellers
- Showpeople

These Gypsy, Roma and Travellers are minority ethnic groups, often with their own traditions, customs and languages.

Cultural Travellers include:

- Circus and Travelling Showpeople
- New Travellers
- Boat dwellers
- And in some cases vehicle dwellers

Cultural Travellers may travel or chose to live in a caravan, boat or vehicle because it is a family tradition or because they've known no other life. Others travel in search of a better life, for economic or environmental reasons.

All of these groups are represented in Bristol. Each group has its own culture. They often share the same problems related to accessing public services and discrimination.

QUESTION 1

On what basis was it asserted that Gypsy, Roma and Travellers (including boat dwellers who are defined as cultural travellers above) are not disproportionately represented amongst Bristol's Harbour Community? Please provide the data used to assess this including the % of Gypsy, Roma and Travellers in Bristol's general population and the % of Gypsy, Roma and Travellers within the harbour community.

Answer

There is no evidence that GRT are overrepresented in the harbour and Councillor McAllister accepted the point. It is very important for you to recognise the marginal community of GRT who has protection under the Race Relations Act and under the Equality Act

As you indicate, the term "Traveller" covers a number of different groups which can be sub-divided as Ethnic Travellers and Cultural Travellers. Ethnic Travelers include English and Welsh Romany Gypsies, Eastern European Roma and Irish Travellers. Cultural Travellers include show people, circus people,



vehicle dwellers, new (age) travellers and boaters/boat dwellers/constant cruisers. Ethnic Travellers are recognised ethnic groups under the Race Relations Act 1978 and have protected characteristics under the Equality Act 2010, cultural travellers are not and do not.

The term “Gypsy Roma Traveller” (GRT) is associated with ethnic Travellers. The GRT team work with both ethnic and cultural Travellers. Boaters can be considered cultural travellers who can be represented by the GRT team.

Numbers of Travellers in the UK are notoriously hard to count and the census data is known to be unreliable. Throughout their history, GRT groups have suffered persecution because of their ethnicity and so it is unsurprising that they do not wish to stand up and be counted. The best figures that we have are that 0.98% of the population of the UK are ethnic Travellers. If we proportion that across to Bristol, that would mean that about 4600 ethnic travellers live in Bristol which, from the experience of the GRT Team, would seem about right.

Numbers of “Gypsy, Roma and Travellers within the harbour community” is open to interpretation. The GRT Team are not aware of any ethnic Travellers living on the harbour (which is not to say that there are none), but using the wider definition to incorporate cultural Travellers, it could be argued that all harbour residents are GRT. I would suggest that all boat dwellers are cultural travellers, although not recognised as having protected characteristics under the Equality Act.

QUESTION 2

Please provide an update on the implementation of the new harbour fees structure including the implementation date and any impacts to date on the harbour community of residents and businesses.

Answer

The new Harbour Fees and charges are currently being implemented and applications have been distributed, requesting those with moorings already in the Harbour to apply for the new Live Aboard License. Once these have been received, all boats will then receive their licence application for either Live Aboard or Leisure.

As you’re aware, we were waiting for the judicial review initiated by the Bristol boaters to be concluded. That review was thrown out and the new fees structure are being implemented.

There are no known impacts on the harbour community.



QUESTION PQ27

Subject: MetroWest Station

Question submitted by: Rob Dixon

QUESTION 1

What planning have Bristol City Council done to ensure that the new MetroWest station at Ashley Down is fully integrated with local bus services when it opens? Or does the council still think that existing facilities are adequate, as they have previously told both WECA and campaigners? Currently only westbound services on Muller Road, and southbound services on Sheldon Road stop near the new station. Other stops are at some distance, up steep hills.

Answer

We are currently developing proposals for bus priority improvements and associated works on Muller Road.

QUESTION 2

Will Bristol City Council ensure that stops are built adjacent to the station on Muller Road, together with service information at stops and station and full signage between them to provide proper integration with local bus services?

Answer

These proposals will consider the potential for relocating bus stops or building new bus stops to ensure the bus network is well connected to the new rail station.

Good interchange opportunities are key to a high-quality transport network, and this includes appropriate signage and information as well as fixed infrastructure such as stops.

In addition to considering infrastructure, we are also assessing what bus services use Muller Rd and the surrounding roads and might serve stops near to the station and whether there is any scope for additional services.



QUESTION PQ28

Subject: YTL Arena

Question submitted by: Dan Ackroyd

In the document "YTL ARENA COMPLEX Transport Assessment" there is a table named "Proposed Mode Share for Each Event Type".

That table is based on a 17,000 capacity arena not a 19,000 capacity one.

That table seems to assume there are more parking spaces available than there will be after the temporary car park is built over in 2031.

In addition to those problems, the table seem to be based entirely on capacity rather than demand. There seems to be an assumption that people will be so desperate to get to the arena, that they will use whichever transport method is available, and still go even if their preferred transport method isn't available.

QUESTION 1

Given that the Bristol Beacon went massively over budget, due to a lack of risk assessment, what actions are you taking to analyse the risk of the arena not being economically viable?

Answer

We are not taking any actions – this is not our property or our development.

By ending the flawed development at Temple Island and moving the development to Filton, we moved all the risk to private developer YTL.

We continue to be in dialogue with YTL and they are making progress. They fully expect to open the arena by 2025.

By that time, despite all the flawed political debate, Bristol will finally have a world class arena hosting the biggest events in the UK.



QUESTION PQ29

Subject: Equity and Inclusion Policy

Question submitted by: Margaret Page

Preamble

BCCs Policy and Strategic Framework commits to

- Improve safety, challenge sexism and misogyny and improve services and workplace requirements to consider womens needs and circumstances
- eliminate instances of indirect discrimination and harassment motivated by hostility towards protected characteristics ... sex, race/ethnicity, religion or belief, sexual orientation... and ‘gender reassignment’.

In order to make this happen BCC will:

- Listen to people’s lived experience and take it into account when we make decisions
- Promote diversity in the widest possible sense, where different backgrounds, experiences and ways of thinking are genuinely valued.”

HOWEVER THESE COMMITMENTS ARE INCONSISTENT WITH HOW BCC HAS RESPONDED TO OUR CONCERNS OVER THE PAST 12 MONTHS:

A year ago (July 5 2022) BCC Full Council passed a silver motion entitled ‘Trans Rights are Human Rights’. The motion is based on gender ideology and begins with the highly contentious statement that ‘trans women are women and ‘trans men are men’’. It goes on to suggest that employees, organisations funded by the council or contracting for services who do not share these beliefs (for example they belief that sex is binary and cannot be changed) are ‘transphobic’ and on these grounds should be disciplined, lose their funding or contract to provide services with BCC.

Representations have been made drawing attention to the lack of legal basis for the motion, and the erasure of single sex spaces-at many full council meetings since this motion was passed, by individuals and organisations representing lesbians, and by women and men who do not subscribe to gender identity ideology. In FOIs, and statements we have highlighted how damaging this motion would be to users of public services, services funded by BCC, and employees not subscribing to these beliefs. In a corporate complaint we have drawn to attention its questionable legal basis and the absence of adequate and accurate legal advice to support it. Our representations draw from the lived experience of lesbians, and in particular young lesbians, women and girls who value single sex spaces and services, and concerned parents whose children are being taught gender identity ideology in local primary and secondary schools.



QUESTION 1

What will BCC now do to listen to the lived experience of those who value single sex spaces and services, who believe that sex is binary, immutable and biologically defined, in order to facilitate “good relations” between gender critical employees and service providers, and those who subscribe to gender ideology, to ensure freedom of expression and that the needs of all protected groups are met?

How will BCC demonstrate that our views and ways of thinking are genuinely valued and taken into account in delivering BCCs equity and inclusion policy?

Answer

Public consultation has taken place in relation to the Council’s draft Trans Inclusion and Gender Identity policy.

The Equality Impact Assessment sets out the considerations we have given to give due regard to our duties under the Equality Act 2010 and to relevant guidance.



QUESTION PQ30

Subject: Tree Preservation Order

Question submitted by: Mark Ashdown

There are more than 5,000 trees in the city that are protected with a Tree Preservation Order (TPO). Many more meet the requirements for a TPO but are not protected. However, Bristolians do not know how to ask for a tree to be protected with a TPO.

In light of the Climate and Ecological Emergencies, and the Council's commitment to doubling the tree canopy,

QUESTION 1

Will the Mayor now publish guidance setting out how to apply for trees to be protected by a TPO, including who is responsible for dealing with the request and the timescale and process for a decision to be made (including the use of TEMPO template currently used by officers)?

Answer

Information about Tree Preservation Orders appears on the council web pages [Tree works and preservation \(bristol.gov.uk\)](https://www.bristol.gov.uk/tree-works-and-preservation). We shall review this content to include information concerning the tree assessment process when new tree officers are in post in the next few months.



QUESTION PQ31

Subject: SNCI Boundaries

Question submitted by: Mark Ashdown

Question to the Cabinet lead for Development Management regarding incorrect SNCI boundaries

When the Site Allocations and Development Management Policies Map (the Map) was adopted in July 2014, it failed to show the correct boundaries of the following Sites of Nature Conservation Interest (SNCIs):

1. BC1 – Airport Road.
2. BC16 – Brislington Meadows.
3. BC49 – Malago Valley.
4. BC54 – Novers Common.
5. BC64 – St Anne’s Valley.
6. BC80 - Pigeonhouse Stream and adjacent Meadows.
7. BC108 – Bonnington Walk.

According to government guidance and to the Designated Sites Protocol adopted by the Council, SNCIs may only be altered or de-selected by a Local Sites Partnership (LSP) ‘if their nature conservation interest deteriorates to such an extent that they no longer qualify as Local Sites’. As the LSP had not altered or de-selected these SNCIs at the time and as they have not been altered or de-selected since, their boundaries as shown on the Map are incorrect.

We have presented compelling evidence both to the Mayor’s office and to Council officers that the Map is incorrect. We have also repeatedly pointed out that, as the Map does not form part of the current development plan (also called the local plan) – as confirmed by statute, case law and the Planning Inspectorate - it can be corrected by a simple resolution by Full Council. Despite this, the administration refuses to correct this error.

We have even submitted a petition to the Council requesting that the Map be corrected but this has been rejected for supposed ‘technical’ reasons. We have set out our arguments as to why this is not the case but to no avail. Be this as it may, the fact is that the Map is wrong and needs correcting.

QUESTION

Will the Cabinet Lead for Development Management, now take steps to amend the Map so that the correct boundaries of the SNCIs listed above are shown?

Answer

There are no errors in how planning policies and SNCIs are shown in the 2014 Local Plan. That plan was all agreed by a planning inspector following an examination. But it was not the right policy choice for the previous administration to allocate SNCIs for development in that plan.

The publication version of the Local Plan will be accompanied by a Policies Map which reflects the policies in the new local plan. This will show SNCI boundaries on an OS base as they are at the point of



the plan's publication. Previous development allocations at Western Slopes and Brislington Meadows will no longer be included in the local plan.

It would not be appropriate for the Policies Map for the existing Adopted Local Plan to be changed now since doing so would alter the application of policies in the existing Local Plan, as changes to either planning policy and policies maps must be subject to consultation.



PUBLIC FORUM STATEMENTS – 11 JULY 2023

2 public statements have requested a response.

PS04 Suzanne Audrey: Bristol Harbour Community

Response:

Thank you for your statement.

My administration is committed to building homes in sustainable locations. Western Harbour is a huge opportunity for the city. We want to work with anyone who wants to deliver for Bristol and get stuff done.

As we enter the masterplanning phase, the Western Harbour Advisory Group, other stakeholders, and communities can contribute their positive solutions.

PS21 Anna Fry: Silver Motion “Valuing the Community Sector”

Response:

Thank you for your statement.

The Silver Motion 'Valuing the Community Sector' was not debated at Full Council due to time constraints.

As I said in the meeting, residents can give their view on local representative in May 2024 by voting in the next local elections.



AGENDA ITEM 7 – COUNCILLOR PETITIONS

CP01 Cllr Varney: Stop Pavement Parking on Sandy Park Road

Response:

Thank you for your petition, Councillor Varney.

You are welcome to contact parking enforcement regarding patrols and enforcement action in your ward.

If you are interested in pursuing a long-term solution such as railings or bollards, you should request these of your area committee for the allocation of Community Infrastructure Levy funds.'

