

Member Forum - Questions & Statements from Councillors



Date: Tuesday, 18 October 2022

Time: 3.30 pm

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

Distribution:

Councillors:

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Agenda

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Member Forum

18 October 2022

Questions and replies



Procedural note:

Councillors are entitled to submit up to 2 written questions each.

- The questions submitted and written replies are enclosed.
- Councillors are also entitled to ask a maximum of 2 supplementary questions at the forum. A supplementary question must arise out of the original question or answer given.
- Via the group leaders / whips, questions have been submitted in priority order.
- At the forum, the asking of supplementary questions will be rotated between the political groups that have submitted questions, taken in priority order.



LABOUR QUESTION 1

Question(s) to the Mayor from Councillor Pearce, St George Central Ward

Subject: Councillor safety & opposition to housing

- 1) Considering that some councillors can let in a group of protesters to purposely intimidate and shut down meetings they don't approve of, are we safe to carry out our jobs in City Hall?
- 2) I was surprised to see a number of Green councillors upset after the plans for affordable housing on the derelict, brownfield former Bart Spices were approved. Some opposition councillors have also repeatedly objected to council-owned, development Romney House, which has won awards for affordability and sustainability, for minor reasons. Do you think these councillors support housing delivery in any practical form?

REPLY:

1. The incident you refer to was unfortunate to say the least. It put councillors at risk, our guests at risk, our staff including the front desk staff at risk. In fact, one young member of staff was particularly shaken up.

The security measures in place are there for a reason. There are obvious risks from Councillors bypassing council safety and security measures. The measures are in place because of the risk in public life, of which there have been several recent examples.

This is not January 6th. These measures are here to ensure the smooth running of democracy.

This was an exercise in entitlement and privilege without any thought to anyone else including those renters whose lives will be improved by the Living Rent Commission.

I don't know if this action was agreed by the Green party or if it was a rogue individual councillor, you would have to ask them.

2. No. We do know there are some members of the Green party who are prepared to work hard to deliver housing. But there are clearly others who don't support housing delivery in any way, other than for public relations purposes.

Bristol has a very clear challenge to meet, with housing climate and cost of living crises. We must build homes for a growing population and developments in city centre locations built with height and density are key to meeting the shortage of homes in a sustainable way.

Location is extremely important and allows us to meet both crises in a complementary way. If councillors are going to oppose city centre developments and to oppose building up, then they will need to explain how they will meet the urgent need to build homes during an environmental crisis.

I invite the councillors to speak for themselves.



GREEN QUESTION 1

Question(s) to the Mayor from Councillor David Wilcox

Subject: Traffic signals & Temple Island occupancy level

- 1) How many sets of Traffic Signals are end of life and need replacing in the city?

- 2) Since the council has announced a deal with L&G for the Temple Island site, can I have projections for the occupancy level for the two office blocks that Bristol Council has committed to taking 40-year leases on, please?

REPLY:

1. End of life is difficult to quantify as there is a subtle difference between 'end of life' and 'obsolete' but total number of signals sites is 348.

The current age of Bristol's Traffic Signals is shown below:

Total of sites less than 15 years	- 111 (31%)
Total older than 15 years	- 113 (33%)
Total older than 20 years	- 68 (20%)
Total older than 25 years	- 56 (16%)

2. We need to correct you. Bristol City Council has committed to taking a lease on one office block, not two. That is important.

Recent reports from office agents' show continuing strong demand for office space in Bristol with limited supply coming on stream. We will continue to closely monitor the market.



CONSERVATIVE QUESTION 1

Question(s) to the Mayor from Councillor John Goulandris (Stoke Bishop)

Subject: NEW POWERS TO DEAL WITH UNAUTHORISED ENCAMPMENTS

The Council's Gypsy, Roma and Traveller Team has worked diligently over the years in seeking removal of unlawful traveller encampments, having to deal with the complexities of civil law, trespass hitherto being a civil matter.

The law changed in June 2022 - Home Office press release attached below * for ease of reference. Deliberate trespass (where trespassers are advised they are trespassing and refuse to leave) is now a **criminal** offence. The police have been given wide sweeping new powers to remove/arrest trespassers.

1. In the light of the new legislation, has the GRT team revised or revisited corporate policies and met with the police to consider and adopt new working practices, which will inevitably reduce costs to the Council?

As with all legislation, it will take some time for all aspects to be fully understood and to help in this regard the NPCC has produced guidelines** which make it clear that the police have automatic power to act in the event of the deliberate trespass taking place in certain circumstances including on Council car parks, sports fields, or parkland, which obviously will include the Downs.

2. Have the GRT team discussed this point with the police, which should obviate the need for costly and time-consuming court action and what protocol does the Council need to follow in order to request police action to remove criminal trespassers?

REPLY:

1. The existing Avon and Somerset Police and Bristol City Council jointly signed protocol for Managing Unauthorised Encampments and guidance documents were last reviewed in 2017. A link to these documents can be found at: <https://www.bristol.gov.uk/council-and-mayor/policies-plans-and-strategies/managing-unauthorised-encampments-policy> These are now being reviewed and will be completed by March 2023.

Existing powers and legislation to manage unauthorised encampments remain in place. These can be still be used to remove an encampment should Avon and Somerset Police Service decide not to use the new powers contained in the Police, Crime, Sentencing and Courts Act 2022.

At this stage officers are unsure whether, if the police decide to use these new powers they will result in quicker removal of an unauthorised encampment or result in any savings to the City Council. So far these have not been used to remove any unauthorised encampments in Bristol.



- 2 The Gypsy, Roma and Traveller Team have discussed the new powers under the Police, Crime, Sentencing and Courts Act 2022 with Avon and Somerset Police. They are currently considering how these could be used.

Only the Police can use these powers, not Bristol City Council.



LIBERAL DEMOCRAT QUESTION 1

Question(s) to the Mayor from Councillor Kent, Hengrove and Whitchurch Park

Subject: Ensuring primary health care and River Quality

1. Hengrove and Whitchurch Park ward is now projected to build over 3500 extra homes, but concerns remain within the community and health practitioners about the already overstretched primary health care. Can the mayor layout what plans, and actions have been agreed with the health partners to meet these concerns?

2. Shockingly Wessex water discharged into Brislington Brook in 2021 raw sewage for 118 hours in 2021 with over 37 different events across the year (according to campaign website top-of-the-poops). Can the mayor outline what discussions and action have been held with Wessex water about cleaning up our river supplies and what correspondence there has been with Government who have made it easier to dump raw sewage into our rivers?

REPLY:

1. We have the City Office and through that we are working with the Health and Wellbeing Board working alongside Integrated Care Board and the Integrated Care Partnership where we work together to plan the city's future.

The establishment of the new Integrated Care Boards (ICB) has provided the opportunity for the Council to work more closely with our local health colleagues on issues such as developments and planning. This will enable the Council to better understand whether development proposals are placing stress on existing facilities. The Council is currently developing its Local Plan. By working with the ICB, we will be able to identify whether there is a need for new health infrastructure in Bristol. If there is an identified need, the Local Plan will ensure that policies are included that either allocate land for health infrastructure (if appropriate), or that enable health infrastructure to be provided within major development schemes.

2. The Environment Agency and Ofwat are responsible for the direct regulation of this practice. However, as part of the One City Ecological Emergency Strategy delivery that we are supporting the Natural History Consortium (NHC) to undertake, Councillor Kye Dudd met with Bristol Water, Wessex Water and Environment Agency on to discuss their organisations roles and targets in support of the One City Ecological Emergency Strategy goal to have 100% of Bristol waterways to have water quality that supports healthy wildlife.

Key stakeholders are working together and there is a report due to come to the next Environment Board but this is a complicated issue with a multi-agency approach needed. We can update you as we make progress.

Last month the shadow environment secretary said Labour would introduce a legally binding target to end 90% of sewage discharges by 2030 and stronger sanctions and fines for bosses and companies who fail to do so.



KNOWLE COMMUNITY PARTY QUESTION 1

Question(s) to the Mayor from Councillor Gary Hopkins

Subject: Missing Funds

1. Some years ago a project board of Cllrs from Filwood, Knowle and Windmill Hill was set up to work on the delivery of a regeneration plan for Knowle West. The area was very largely in Filwood, but since that time more of the area is in Knowle ward. There was extensive consultation and a plan was drawn up with a significant list of infrastructure improvements.

Funding came initially from a sizeable land sale involving Homes England. As the majority of the projects were in Filwood ward we agreed that ex Cllr Lovell could chair. Meetings became less frequent and then stopped and of course Cllr Lovell had Lord Mayor duties.

From what we can see, only The Park at Daventry Rd has been fully delivered and this is due to a further land sale and smart work by The Park assisted by former cabinet members.

Regeneration seems to have been replaced by straightforward house building, but we have no indication how the remaining cash is to be allocated or used. Given that it was for Knowle West regeneration we feel it should now be made available for the whole Knowle West area.

Will the Mayor explain and comply?

2. Some years ago, under The Parks and Green Spaces Strategy, local Councillors were given the option to sell off designated land held by Parks Dept with the funds ring-fenced for parks and a % of that for local parks. Most Councillors decided upon no sales, but Knowle and Windmill Hill Councillors agreed, with the support of Filwood Councillors, to sell off a significant site in each ward. The majority of the funds were for the benefit of local parks, and after the Knowle site at Salcombe Rd was part sold for a 100% affordable homes development, money was spent in parks in both Knowle and Windmill Hill.

The rest of the site was split between a new park and a primary school playing field. Some funds were not spent immediately, and of course the Windmill Hill site remains unsold but is likely to be sold soon. When asking Parks officers to draw down this money for parks projects we were told that you had said the money was gone.

This is of course no way to build cooperation with communities, and although Knowle residents are happy with the Salcombe Rd outcome, they know that money promised for their parks by this council is now said to be unavailable.

It is possible that was misrepresented but in any event will the Mayor now reallocate these funds where they were promised and belong for parks in Knowle and Windmill Hill?

REPLY:

1. If you can supply further details about the specific dates, consultation, plans and decisions related to the capital receipts as well as the relevant cabinet decisions we will take a look and consider how this work can support the ambitious plans we now see in Knowle and the surrounding areas.



2. These decisions have now lapsed and receipts from the sale of council assets and land are now allocated and spent on much-needed capital projects across the city that meet the priority needs of communities today.

Before the end of the calendar year, cabinet will make a decision to invest in a series of green space improvement projects funded by a £1.5M allocation from Strategic CIL. The residual funds still available from the land sales referred to and raised in 2012 will be combined with this and other funding to make an overall investment in green spaces of £1.95M.



LABOUR QUESTION 2

Question(s) to the Mayor from Councillor Breckels, St George Troopers' Hill

Subject: The Cost of Committees & Harbour Review

- 1) Can the Mayor guarantee the cost of transitioning to and maintaining the Committee System will cost less than the Mayoral System?
- 2) Is the ongoing Harbour Review set to specifically recommend or authorise raising revenue against recreational amateur sports clubs that use the Harbour? If so, why?

REPLY:

1. It is not a question for me.

There is a committee set up specifically to deal with this. A report will be published later this week for the Overview and Scrutiny Management Board meeting on 27 October, which will provide an update on the work of the cross-party working group.

2. We need to make sure the harbour is cost neutral so as to be able to invest in maintenance as an asset for the whole city to enjoy. Our focus is on the use of boats and mooring fees, not leisure, charity or sports clubs but we will undertake a benchmarking exercise to make sure we're in line with equivalent facilities.



GREEN QUESTION 2

Question(s) to the Mayor from Councillor Lisa Stone

Subject: Local communities and Resident's Parking

Preamble:

The residents of the Bath Road (numbers 190 to 286) opposite the Paintworks and the Boat Yard development have been suffering from an inability to park their cars, which has been made worse by Edwards and Chatsworth Roads getting a necessary and welcomed Residents Parking Zone, and more recently the Paintworks formalising their parking restrictions and starting to enforce them

In addition to this the Boat Yard development is close to completion directly opposite, and developments at the old Filling Station next to the Thunderbolt, further development at the Paintworks and another low parking development behind Majestic Wines all have planning permission. More development is proposed nearby. The Clean Air Zone will start a few hundred metres away.

A local resident has undertaken a survey of local people. Some of their experiences include:

- There is nowhere safe to park at night. If you can't park on the street it's at least a 5 minute walk alone in the dark.
- I don't go out at night and try not to stay out too late.
- Once we're parked we definitely don't want to move our vehicles. Having driving visitors is nigh on impossible. If, like me, you finish work late in the evening then there is no way of finding space on Bath Road to park.
- My car has been bumped and grazed by other cars as parking becomes so tight and people take risks with squeezing into spaces. I have felt unsafe walking back to my home in the dark after having to park several streets away.
- Very rarely drive to avoid anxiety when coming home
- Makes life more of a struggle than it should be even something as simple as going good shopping can turn into a stress when you know you'll have to lug shopping from roads away due to lack of parking. Evenings are a nightmare and there are also abandoned vehicles and commuters who take spaces which make it very difficult to park sometimes throughout the day.
- Usually walk to supermarket for shopping so limits what we can buy/carry. Very difficult.
- We tend not to use the cars unless we absolutely need to because it creates so much stress and anxiety in our life
- I work nights so I hardly ever get a chance to park nearby and after a 12 shift it's not fun to have to walk a long distance home because of the people who drank too much at bars
- I have regular hospital appointments and impaired vision afterwards so when we can't park after a hospital trip and I can't see well to walk from where we have to park, sometimes quite a distance away, it is really frustrating and stressful.
- Not able to park with my weekly shopping at any time
- I have noticed people parking on this strip of the Bath Road and either walking into Bristol or taking a bike out of their car to cycle into Bristol.

The Survey was completed by 33/49 addresses (a massive 67% response), and several of those that did not complete the survey live in HMOs without a car (out of the respondents 51.5% own their own home). By any measure this is a very high return rate for a survey

The findings show overwhelming results:



- 94% have trouble parking on the street nearby
- 97% believe the new developments will make this worse
- 97% are in support of an RPZ, with 85% thinking that the standard annual charge for a car is acceptable

This is overwhelming support for an RPZ, especially amongst the long term residents of the road. There is a precedent in the nearby Edward and Chatsworth Roads having an RPZ, and the Paintworks opposite having parking controls. The significant scale of local development will only make things worse, and the CAZ may also do the same.

Q1: Does the Mayor agree with the residents who have undertaken their own survey that this demonstrates overwhelming support?

Rat Running in Totterdown

There is a proposed and consulted on scheme which may help to tackle some of the well-known problems or rat running in Totterdown, but the budget is not available, and according to officers the proceeds from the Clean Air Zone charging are not available for this scheme either.

Although the long-awaited CAZ is to be welcomed, there are downsides for communities immediately in the edge of the Zone, with some increases in traffic being modelled. This was noted in the Cabinet Report and assurances have been made that any local issues resulting from the CAZ will be identified and tackled.

Q2: When will revenue from the CAZ (or alternative budgets) be made available to tackle the problems caused to local communities immediately on the boundary of the CAZ?

REPLY:

1. We have asked for an operational review of resident parking schemes, but evidence shows these drive car ownership and do not support modal shift. This is an active travel area.

It is important we don't displace anti-social parking and therefore need to make sure this is a realistic area to survey.

The debate has moved on and as an elected representative you need to be involved in moving that debate on. This cannot simply be adjusting the city to suit current lifestyles.

We are planning for a future city with building densely, encouraging active travel, liveable neighbourhoods. mass transit and modal shift. This will enable people to live differently, to live within our planetary boundaries

2. The only money made available from the CAZ fund is to support people becoming compliant. This applies to people in all areas.



CONSERVATIVE QUESTION 2

Question(s) to the Mayor from Councillor Mark Weston (Henbury & Brentry)

Subject: PLANNING DELAY FOR NEW RAIL STATIONS

1. I was alarmed to discover that submission for the business case and commencement of work on two of the new local rail stations (Henbury and Filton North) have slipped further to the beginning of 2024 and construction won't begin until 2025.

Can the Mayor advise me what steps or representations the Authority has made or is taking to progress delivery of this vital infrastructure?

2. These are important transport upgrades which are linked to the Bristol Arena development and are meant to demonstrate our commitment to rail. It is particularly frustrating then to learn that one of the reasons for these delays is attributed to flood risk - which was a major concern raised by many of us at the time of the original application!

Given that every deadline given to residents has so far been missed, what confidence does the Mayor have in the latest timeline being met?

REPLY:

1. We have been driving WECA on all fronts. Mass transit, SDS, north fringe and this station fits within that.

We have called for it to be progressed. The requirement for additional design work has resulted in delays to the delivery of Henbury and North Filton stations whilst Ashley Down station has been able to progress at a faster pace.

The Combined Authority will consider an update on the programme early in the New Year which will update on progress and delivery timescales.

You should take the opportunity to attend the Combined Authority's committee meetings yourself and advocate for your ward and your city.

Also, Cllrs Gollop and Smith sit on WECA Scrutiny so you could raise it through them.

2. The current programme shows construction commencing in early 2025. This is considered to be comfortably achievable so I will be pushing for opportunities to accelerate this.



LIBERAL DEMOCRAT QUESTION 2

Question(s) to the Mayor from Councillor Hartley, Hotwells and Harbourside

Subject: Avon Crescent Shared Space and Chocolate Path

1. When planning permission was granted for the building of the M2 Metrobus way and bus stops in 2014, as part of this package, a Shared Space scheme at Avon Crescent was specified in the planning consent granted. £50,000 was later awarded by the Neighbourhood Partnership for an alternative re-routing scheme which was funded and consulted on, but did not proceed. However since then, nothing has been built, and no alternative planning consent has been obtained. There are also the planned CAZ and potential bus gate changes affecting the traffic flow around the area. Could the Mayor please set out a timetable for when a decision will be made on the traffic flow of Avon Crescent, whether the Shared Space scheme is still planned, and the likely timetable of any works?

2. The 'Chocolate Path' pedestrian and cycling route has been closed for years, and the ensuing work has led to significant disruption to local residents and businesses. Could the Mayor please provide an update as to the progress of works on the repair of the river wall and 'Chocolate Path' running alongside Cumberland Road?

REPLY:

1. The proposed bus gate on Cumberland Rd is due to be implemented when the chocolate path works complete in March 2023.
2. Works are progressing well with the Cumberland Road, River Wall Stabilisation Project. At current progress it is anticipated that both Cumberland Road and the chocolate path will be fully open to the public in late February to early March 2023.



KNOWLE COMMUNITY PARTY QUESTION 2

Question(s) to the Mayor from Councillor Christopher Davies

Subject: Redcatch Park

Redcatch Park is one of the best loved and looked after parks in Bristol. The Friends of Redcatch Park was set up by myself with others 20 years ago with advice from my fellow councillor.

We now have tennis courts, a MUGA, pathways, better play facilities, more benches, trees and planting, a useable car park and attractive murals on all the buildings.

These improvements have been almost exclusively delivered by local people with locally raised funds.

5 years ago we encouraged the setting up of the fantastically successful Redcatch Community Garden.

10 years ago the football club at The Park on Daventry Road was set up and currently has 14 teams and is a role model for inclusion. They built wonderful facilities at the old Merrywood School in previously disused facilities which have now had to be sacrificed for the new school. They have though a new clubhouse there and wonderful changing facilities supplied by The Park. As they will now be sharing pitches with the new school they needed extra pitches which have been found at Redcatch.

Q1 Although massively successful the Community Garden is hampered because it needs a longer lease to enable it to access larger grants.

Why is this council apparently after all this time unable to arrange the simple asset transfer of the former bowling green to The Garden and will the mayor give me an undertaking that he will put in every effort to get this asset transfer done this year?

Q2 Some years ago we brokered a partnership between the Community Garden and the football club to take over the Redcatch Park pavilion (basically a large shed). Several years ago, we informed Parks that the partnership could take over the pavilion and effect all the repairs at no cost to the council. They were the only party interested in the asset transfer. They have even acquired the boiler. We have even pressed yourself on this matter previously. The football club are using Redcatch pitches but have nowhere to change.

While Bristol Parks have failed to organise the paperwork The Park at Daventry Road has built a new £10m community facility and looked after the Football Club. The pavilion is currently used by Parks staff as a meeting and tea room and that use will be accommodated after transfer if necessary, but can the mayor please assure me that this farce will end this year with the transfer of the pavilion to this brilliant partnership? This is particularly urgent given the number of disabled and female players.

REPLY:

1. We were glad to agree an initial three-year licence that enabled them to grow their offer and activities. We are aware of their need for a longer-term agreement and officers will work with them to take this forward and this will be taken through the CAT board as per the established process.



2. The council has carried out a city wide expression of interest for clubs to take over their pitches. Due to a lack of resource this is not likely to be completed before 2023.



LABOUR QUESTION 3

Question(s) to the Mayor from Councillor Goodman, Filwood Ward

Subject: The Conservative's economic crisis.

While my residents in Filwood were struggling to make ends meet, the Prime Minister and Chancellor chose to cut taxes for the wealthy, which crashed the economy, hiked up interest rates, and plummeted the pound - making the cost-of-living crisis considerably worse.

What would your message be to Conservative Councillors who support this Government?

What needs to be done to undo the mess the government has made, and put the country on the right track?

REPLY:

- I know we all want the best for Bristol and for this country. As demonstrated with our work cross party at the LGA and through Core Cities but I think Conservatives colleagues in the chamber really need to think about whether unfunded tax cuts for the richest are really the priority for the country.
- They need to put their city before their party and ensure that this authority is not on the receiving end of more austerity. The big threat to us is the government looking to make up for their own national economic mistakes by balancing the books on the back of local authorities and by extension the people we serve.
- A Labour government and a shift from Westminster and Whitehall to local, place based leadership.



GREEN QUESTION 3

Question(s) to the Mayor from Councillor Ed Plowden

Subject: Access to information and collaborative working

Access to information

As you may be aware, I have repeatedly been refused access to the consultant's Appraisal Report on Workplace Parking Levy. I have twice been told to use Freedom of Information to obtain a copy of the report, and then been denied. When the first request was turned down, I appealed. In order improve its case against disclosure of the report the Council decided (without informing me) that my request was in fact an Environmental Information Request, despite at the same time advising me to make a second FOI request and having initially refused my request using FOI law.

The Chief Legal Officer also wrote to me on 28th June with a 900 word email explaining why I could not have access to the report

Crucially the Council now accepts that Report is complete but continues to withhold it "in the Public Interest". This has recently been upheld on appeal by the Information Commissioners Office.

What is astonishing about this is in the Cabinet Member for Transport's own amendment to the WPL motion, unanimously carried by Full Council on 9th November 2021, states that "Councillors will need to see the detail" of the report and resolved that administration should "Share and make the appraisal report on WPL public when it is complete."

Question 1: Will the Mayor and the Cabinet Member for Transport honour and comply with the latter's own Full Council resolution and release the report without delay, not least to prevent any more wasted time for me, the Legal Department and the ICO as there are clear grounds for appealing the ICO's decision?

Collaborative working

The Mayor regularly responds to questions from elected members asking what they are doing to be a part of the solution. He privately met traders on the Wells Road in Windmill Hill ward recently (but unlike his birthday party I assume this was in his role as Mayor and facilitated by publicly paid Council Officers).

Question 2: Will the Mayor share with Cllr Stone and me, as the local ward members, any issues raised and actions taken away so we too can be part of the solution?

REPLY:

1. The ICO has agreed with us that the report will be published as part of the cabinet process, just like other reports. I see no reason to change that but you're welcome to take it up with the PCP.
2. The traders I met with didn't want a 24 hour bus lane. It would be interesting to get your thoughts.



CONSERVATIVE QUESTION 3

Question(s) to the Mayor from Councillor Richard Eddy (Bishopsworth)

Subject: ABORTIVE PROPOSED TRANSFER OF FACILITIES MANAGEMENT STAFF TO BRISTOL WASTE COMPANY

1. Can the Mayor kindly detail why his Administration has decided not to pursue the controversial transfer of yet more Facilities Management staff to Bristol Waste Company?
2. Is he convinced the equally controversial (and strongly contested) transfer of over 200 cleaning and security staff last spring was justified by the delivery of Business Case efficiencies, more productive working arrangements or increases in the morale and working conditions of the employees concerned?

REPLY:

1. This is a hybrid service which is carried out by Bristol City Council and other providers.

Bristol Waste was considered as a potential provider and this has been paused

We are now focussing on looking at all options aimed at providing an efficient service at less cost.

2. The transfer of cleaning and security staff has been successful.

Bristol Waste is a trusted, council-owned company that works tirelessly to keep Bristol clean and safe for residents and businesses. Their experience in delivering effective large-scale municipal cleaning operations across the city made them a natural fit to deliver cleaning and security services.

They have the ambition and resources to grow, and within the first year 15% more jobs have been created within the Workplace division. In addition, their passion to develop their front-line colleagues through extensive training, including Leadership and Management and digital upskilling, has created new promotional opportunities. As a result, circa 70% of staff members say they have seen an improvement in training and just recently, two staff members were promoted to the senior leadership team.

Economically, the transfer will deliver 20% of valuable savings over the contract period for the council and has the potential to generate further income. Since the transfer, the Workplace division has been delivering new or additional services to a further 22 clients. As a council-owned company, any surplus generated would be ploughed back into the city and reinvested in delivering key services for residents.



LIBERAL DEMOCRAT QUESTION 3

Question(s) to the Mayor from Councillor Classick, Hengrove and Whitchurch Park

Subject: Bus Services

On 2nd September Hengrove and Whitchurch saw most of their bus services cancelled with the collapse of BCT - no notice was printed to local councillors. Could the mayor clarify when Bristol City council and or WECA were first informed by BCT that they would not be able to continue to run their community and their contracted services?

REPLY:

- Responsibility for community transport and bus services lies with the West of England Combined Authority. WECA has both a contractual and grant giving relationship with BCT. We were not was not informed directly by BCT of their intention to withdraw their Community Transport services.
- WECA advised us on the 12th August of BCTs intention to cease its Community Transport operations. At the same time, WECA advised that they were contacting Community Transport providers to seek a continuation of service provision.
- The council was advised on the 31st August of BCT's intention to withdraw their bus operation from the 3rd September. WECA confirmed that they are urgently seeking an operator to provide the bus services previously operated by BCT.
- WECA is working with all available operators to secure a continuation of service provision across the region.
- Things have developed since this question was asked in September and we are pleased that the Big Lemon bus company has maintained four of routes (505, 506, 515 and 516).



LABOUR QUESTION 4

Question(s) to the Mayor from Councillor Rippington, Brislington East

Subject: Brislington Bus Cuts and St Anne's House

My ward of Brislington East has just suffered some of the most severe bus cuts to be introduced in the October timetable. The ward was acknowledged as one of the most poorly served areas in the city by the Council and WECA in their 2021 submission to government for funds to help re-open St Anne's railway station, and these cuts will only make matters worse.

The further truncation of the 36 bus service in particular is a disaster for our area, an area which already has one of the highest percentages of car ownership in the city because of the lack of public transport alternatives. Furthermore, the route chosen by First bus will make at least one expensive new bus stop entirely redundant, whilst forcing people to wait in the rain on the other side of the road with no shelter or digital information.

It is clear that our national government is failing us entirely when it comes to public transport and does not understand the scale of the issues facing us. It was therefore very cheering to hear Labour announce at its recent conference that they would scrap the law preventing municipal bus companies from being formed in the future. Privatisation of public transport has failed the general public and the sooner it can be consigned to the dustbin of history the better.

This will not help my residents in the short term however. Just over a month ago I started a petition against the cuts to the 36 and 96 services, and this has now gained nearly 600 signatures. However, my previous attempts to contact the head of First Bus, Mr Claringbold, have all gone unanswered.

- 1. Can I therefore ask the Mayor and Cabinet Member for Transport to help me in getting this message across to First Bus and join me in stressing the urgency of reversing these cuts at the earliest possible opportunity?**

After a long period of negotiation, I was successful in helping the community arts organisation Bricks to take on the running of St Anne's House in July last year, and since then they have done some fantastic work within our community. Indeed, St Anne's House is the only community facility that we have other than the small library, and having Bricks in there has been revolutionary for our community. As well as providing a variety of workshop spaces, events and innovative practices such as a community gym and rooms for the NHS to use for Social Proscribing, they have been the only organisation in our area with the resources to engage with the Council on matters such as the Community Resilience Fund and the provision of Welcoming Space for this winter.

The current lease on St Anne's House runs out in December, and it is vital for our community that we get this renewed so that Bricks can carry on their excellent work. I am very grateful for the continuing support of both Councillor Renhard and Councillor King in this matter to date. The longer the lease, the more that Bricks will be able to invest in the building, which is very old, dilapidated and in need of a great deal of renovation. They have already shown themselves extremely capable of raising funds from external sources, however, without security of tenure this is not possible at the current time.

- 2. Can the Mayor update me on the latest position and will he add his support to these negotiations to ensure that they are concluded as quickly as possible and with the best possible outcome for my community in Brislington East?**

REPLY:

- 1 WECA is currently seeking to provide short term solutions to address the most urgent issues, including retention of connectivity in and around St Annes and Brislington. This includes the ongoing provision of service 96 and its connections with the service 36.

In the short to medium term, there are opportunities to make improvements to the bus network. The BSIP settlement in the West of England includes funding for providing new bus services. However, these services are dependent on the ability of the market to provide, and there is likely to be some delay as the industry resolves the bus driver shortage that is currently impacting both on current service delivery and opportunity to grow the network.

To support efficient and reliable bus operation of buses, it is important that we continue to develop bus priority and infrastructure. Combining this with improved services will have long terms benefits.

- 2 As you know we continue to look for long term solutions for St Annes House which reflect our ambition for housing in the area. Officers are currently negotiating a minimum three-year lease extension for Bricks to continue their operations from St Annes House.

This extension has a number of key break clauses, allowing Bricks and the Council the flexibility to respond to future plans for the site, and we will be working closely with Bricks to explore the longer-term options for their tenure of the site.



GREEN QUESTION 4

Question(s) to the Mayor from Councillor Martin Fodor

Subject: Digital Hubs & Carbon budgets

1) There's continuing conflict across the city over digital billboards and digital hubs which are imposing light pollution and consumption messages on communities that cause damaging mental health and self-image problems.

Will the Mayor commit to introducing an equality of amenity across the city with a clear policy against digital advertising?

2) The council has agreed ambitious carbon saving targets which need much more detailed tracking and targeting. Some ways of working and project selection and design will need to change – but this has to be evidence led. We've committed to trialling carbon assessment of new projects through Resources Scrutiny.

Will the Mayor commit to working with us on building carbon budgets to match financial budgets across the council to assist our climate emergency declaration?

REPLY:

1. There is no conflict.

Proposals for digital advertising are considered by the Council in its role as Local Planning Authority. In addition to historic proposals that were granted permission by the Development Control Committee, I am aware of current proposals for digital hubs.

These are all subject to the planning process and Ward Members have the power to refer any of these to the Committee for a decision. This happened recently and I note that the DC A Committee resolved to grant permission for the hub that was proposed.

As Mayor I am not able to intervene in individual planning applications and future Local Plan policies for advertising are within the remit of the Local Plan Working Group.

2. I welcome Resources Scrutiny interest in carbon emissions and ways in which we can ensure they are a key part of decision making.

As ever, bring your ideas forward and we will consider them.



CONSERVATIVE QUESTION 4

Question(s) to the Mayor from Councillor Jonathan Hucker (Stockwood)

Subject: SCOTLAND LANE

Scotland Lane is a narrow country lane which connects the eastern edge of Stockwood with Brislington and the A4. It is much used by both motorists and pedestrians, including school children walking to Oasis Academy Brislington.

1. In the interests of public safety, can a Traffic Regulation Order (TRO) be introduced to reduce the speed limit along the lane to 30mph?

REPLY:

- Scotland Lane would not be appropriate for a 30mph speed limit.
- It is a country lane and as such the speed limit should reflect the national guidance on setting speed limits on rural roads.
- This indicates that either a 50mph or 40mph speed limit may be appropriate, depending on use, alignment (e.g. number of bends, junctions or accesses), whether it is a recommended route for vulnerable road users, or has a particular collision problem.
- Despite the safety concerns raised, there have been no injury collisions in the last 5 years and it is not a recommended pedestrian route.
- Therefore, the guidance indicates that a 50mph speed limit could be considered.
- This is unlikely to be practical as there is limited space next to the road to locate the regular repeater signs that would be needed to remind drivers of the limit and enable enforcement.



LIBERAL DEMOCRAT QUESTION 4

Question(s) to the Mayor from Councillor Brown, Hengrove and Whitchurch Park

Subject: Disabled Parking and Avon Crescent

1. Please provide details of

- a) the number of applications for disabled parking bays received,
- b) the number of applications for disabled parking bays granted in each of the 5 years from 2017 to 2021, and for the current year, to date.

2. In 2013 local residents were called to the Nova Scotia pub to be told by Bristol City Council officers that the Metrobus AVTM scheme would be built opposite Avon Crescent. The purpose of this meeting was to inform residents that Avon Crescent would become a shared space, where all motor vehicles, pedestrians and cyclists would have an EQUAL right to use ALL the space (pavement and highway) Trees would also be planted to improve the streetscape and to mitigate for environmental and heritage damage. Metrobus has been built, but not shared space at Avon Crescent, which is a breach of a planning obligation. I would like to ask the Mayor and Transport cabinet member why this breach of 2014 planning consent has not been enforced in relation to Avon Crescent?

REPLY:

1. The number of applications for disabled road markings (bays, white access lines & pedestrian H-Bars) applied for and approved for the year's in question are as detailed below.

Please note that it is not possible to differentiate between the type of markings applied for before March 2019, as this information was not captured before. The service started to record this information on its application spreadsheet as standard practise after this date.

The service has been receiving an increasing number of applications from outside of the boundaries of Bristol City Council which we do not process for obvious reasons, but these applications are counted as being received in our overall numbers

- 2017: 312 applications were received, of which 213 were approved (68%).
- 2018: 290 applications were received, of which 196 were approved (58%).
- 2019: 370 applications were received (of which 20 were not within the city council boundaries and 350 were), of which 243 were approved (66% of the total received, 69% of the total processed).
- 2020: 355 applications were received (of which 37 were not within the city council boundaries & 318 were), of which 190 were approved (54% of the total received, 60% of the total processed).
- 2021: 381 applications were received (of which 47 were not within the city council boundaries & 334 were), of which 2 are still ongoing and 198 have been approved (52% of the total received, 59% of the total processed).
- 2022 up until the end of August: 326 applications have been received of which 34 were not within the city council boundaries & 292 were). Of these 42 are still in progress (i.e. awaiting further information) (14% of the total processed) and 146 have been approved (58% of the applications that have been processed and are now completed).



2. The proposed bus gate on Cumberland Rd is due to be implemented when the chocolate path works complete in March 23.

I know this road is a long way from your ward but Avon Crescent is closed to through traffic



GREEN QUESTION 5

Question(s) to the Mayor from Councillor Emma Edwards

Subject: Cheltenham Road bike lane

1) When the new junction on Cheltenham Road was revealed in August we learnt that the cycle lane had been removed, and no provisions had been added in to protect pedestrians or cyclists from drivers parking along the stretch of pavement. This has upset and angered many residents who use that stretch to commute on bike or on foot. The stretch of road and junction continues to put cyclists at risk, and the pavement is still attracting drivers parking there throughout the day, creating further dangers to cyclists and pedestrians. This route was specifically identified by BCC and WECA as a primary LCWIP route for investment in both walking and cycling in the strategy published and adopted in March 2020.

Question: Why wasn't a public consultation carried out before the removal of the cycle lane, even with local residents?

2) The new junction is also not compliant with standards set out by Active Travel England (ATE), which puts future funding for active travel improvements at risk as ATE will be given powers to "inspect, and publish annual reports on, highway authorities, whether or not they have received funding from us [DfT], grading them on their performance on active travel".

Question: Can you guarantee that all highways upgrades in future, regardless of the source of funding, will adhere to the standards as set out by ATE's LTN1/20?

REPLY:

1. Local residents were informed. Two thousand letters were sent out in the locality detailing the scheme and only 2 responses were received. Local ward members also received the same letter and plan.

The scheme was therefore a maintenance scheme which wouldn't ordinarily require Transport Regulation Order. The traffic signals at the junction of Cheltenham Road/Ashley Road were at end of life and had to be replaced.

The project focused on improving the narrow footways and safety, given the limited pedestrian visibility. Owing to limited space there was insufficient highway width to widen the footways and change the cycle lane from the very substandard format to comply with current guidelines. Instead, Cycle Early Release signal heads have been installed which allow cyclists to cross the junction ahead of vehicles. Early observations show cyclists are able to reach the advanced cycle stop line without the need for a substandard cycle lane.

2. When making changes to the highway we have to consider the needs of all users. LTN 1/20 is a guideline, but it is not always possible to adhere to all the requirements.



Our roads and pavements are often narrow and it is not possible to provide all of the public transport, cycling and walking facilities we would like to while also maintaining the city's road network.

Funding is limited, our city is old and our assets are often old with narrow streets. At times it will be necessary to replace ageing infrastructure without significant upgrades while more detailed strategic plans are being worked up that might enable high quality active travel infrastructure



CONSERVATIVE QUESTION 5

Question(s) to the Mayor from Councillor Henry Michallat (Stoke Bishop)

Subject: COUNTING THE COST OF TRESPASS ON PUBLIC LAND

1. In common with most years, 2021 and 2022 have seen the Downs and other Council-owned land subject to unlawful encampments by travellers. What is the approximate annual cost to Bristol council taxpayers of:-

- (i) The clean-up costs after the travellers have left.
- (ii) the legal/staff costs of the necessary applications to the courts for eviction and securing repossession.

2. The vehicles used by these travellers are presumably taxed and insured with the DLVA holding name and address details. Has any attempt been made by the Council to seek reimbursement of all the costs incurred through removal and reinstatement of these sites?

REPLY:

1. The cost of clearing up waste left by unauthorised encampments is unable to be provided as Bristol Waste do not record individual costs or time for the collection and disposal of waste from individual jobs to enable these costs to be disaggregated from general waste clearing costs and time. We are currently exploring whether this information can be extracted from our systems.

If this information can be obtained this will be provided separately to Councillor Michallat.

The legal costs and officer time for applying to the court for a possession order for each encampment

GM06.113 – Purdown Open Space – 45hrs 15

GM06.101 – Muller Road – 59hrs 20

GE13.86 – Spring Street, Bedminster – 28hrs 30

GH03.622 – Speedwell Road – 30hrs 15

GE03.169 – Dovercourt Road – 33hrs 5

Total legal staff time: 196 hrs 25minutes

Court fees: £1,775

There were fifteen cases where no proceedings were issued as the encampment left before court proceedings commenced.

2. Due to the complexity of proving responsibility for who left the waste on land and then trying to recover costs from unknown individuals would be extremely challenging to successfully prove in court. As a result, the City Council does not pursue the recovery of these costs, through the courts.



GREEN QUESTION 6

Question(s) to the Mayor from Councillor Tim Wye

Subject: Supporting disabled people with the Clean Air Zone

Whilst progress towards tackling air quality in Bristol is welcome and the CAZ is one of the strategies to do that, we are nevertheless concerned that given how long this has been in the planning sufficient adjustments have not been made to accommodate the needs of disabled people, many of whom are among the most disadvantaged in the community.

Bristol Disability Equality Forum (BDEF) have raised a set of what we believe are entirely justified concerns. I don't intend in this question to go through their concerns in detail, but in summary they are deeply and rightly concerned that the plans and exemptions for disabled people will deny many of them access to the city, as many are on low incomes and will not be able to afford to upgrade their cars in the foreseeable future.

The process is complicated; the transitional arrangements are simply not long enough; and many disabled people are excluded from access to support as the BDEF statement details.

I therefore have two questions:

1. Will the council consider allowing exemptions for disabled people whilst officers engage with BDEF to come up with sensible approach to supporting people with disabilities with the ongoing CAZ?
2. Has an equalities impact analysis been carried out as part of the implementation as to the impact of number of journeys that will be made by non-compliant vehicles in the event of exempting Blue Badge holders?

REPLY:

- 1 We are unable to change exemptions further. The local exemption for blue badge holders and hospital patients has already been extended until March 31st 2023.

Exemptions must be agreed to by government. Any further extension would likely result in not meeting our legally mandated timeframe for air quality compliance.

No other local authority has gained this additional blue badge exemption including Birmingham and London, who both have live clean air charging zones.

We welcome ongoing discussion with BDEF and the equalities commission to consider further support and mitigation where possible

- 2 We do not have the exact data or the ability to capture an accurate number of journeys made by blue badge holders into the clean air zone.

Around 250,000 daily vehicles entries into the CAZ boundary were made pre-pandemic. We have c19,000 blue badge holders in Bristol, and there will likely be similar numbers in the surrounding local authorities.



CONSERVATIVE QUESTION 6

Question(s) to the Mayor from Councillor Steve Smith (Westbury on Trym & Henleaze)

Subject: PREVALENCE OF TEMPORARY ACCOMMODATION

In July, I raised the case of a Henleaze resident who had become homeless with her two children and had been moved around five different hotels in four weeks while waiting for temporary accommodation. I am grateful to officers and to Cllr Renhard who assisted with her case.

1. How many homeless families as of now have been in hotel accommodation for two weeks or more?
2. What steps has the Council taken since the case that I raised to improve this provision, and, to reduce the number of times that families are moved between hotels?

REPLY:

- 1 We are increasing the number of temporary accommodation and working towards a long term solution.

Hotels are used to accommodate homeless families as emergency accommodation only when there is no other accommodation available

As at 13/09/2022, 4 households will have been in hotel accommodation for 2 weeks or more.

- 2 A number of initiatives are in train to increase the supply of Temporary Accommodation with the aim of phasing out hotel use, which include:
 - We have introduced a new block contract for Temporary Accommodation which started on 13/09/2022, which will increase supply
 - We are negotiating with a partner organisation to lease 24 units of accommodation to be used as Temporary accommodation for families
 - We are Increasing the number of Privately rented properties that we lease for Temporary Accommodation.

Our agreed approach is to extend placements in the same hotel to reduce the number of times that families have to move between hotels.

Where there is no on-line availability at a hotel we will call the hotel to negotiate an extension to our clients placement wherever possible rather than move them



GREEN QUESTION 7

Question(s) to the Mayor from Councillor Barry Parsons

Subject: Covid legislation

Businesses with outdoor hospitality structures and seating introduced under emergency Covid legislation were sent letters instructing them to remove them this month. They have since received a letter stating "Businesses with existing structures will be given time to retrospectively apply for the necessary licences or planning permission."

Questions:

1. Does this later letter supersede the instruction to remove structures?
2. Can you clarify that this applies to structures in the roadway as well as on the pavement?

REPLY:

- The decision has been made based on legislation being revoked that was introduced in July 2020 as a temporary response to Covid. The Temporary Traffic Orders made under this legislation will expire in October and no further Orders can be made.
- There are no further existing powers that I am aware of that can be used to continue to allow furniture on the carriageway. Officers are in contact with trade representatives who are in discussions with other Authorities around the country to see if any alternatives can be found. I've asked officers to take a reasonable approach to support traders.



CONSERVATIVE QUESTION 7

Question(s) to the Mayor from Councillor Graham Morris (Stockwood)

Subject: RECRUITMENT OF HOUSING OFFICERS

1. With the Council's focus on building new social housing can the Mayor please advise how many new Housing Officers are being recruited to support existing tenants?

REPLY:

- At the last review the correct staffing figure was calculated at 61. We are currently recruiting to that figure.



GREEN QUESTION 8

Question(s) to the Mayor from Councillor Jenny Bartle

Subject: Flytipping

- 1) What is the reported flytipping across the city dealt with by the council on a monthly/quarterly basis for the last year [number, cost of clearance]?
- 2) What's the number of incidences of flytipping investigated by the council [monthly/quarterly] and the number of fines issued [including level of fines]?

REPLY:

1

Monthly

Fly-tip clearances	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
2021/2022	882	826	996	915	914	904	927	847	638	883	831	1185
2022/2023	762	892	687	765	0	0	0	0	0	0	0	0

Quarterly

Fly-tip clearances	Q1	Q2	Q3	Q4	Total
2021/2022	2704	2733	2412	2795	10644
2022/2023	2257	-	-	-	

The 2021/22 estimate for the cost of fly tip removal for Bristol was approx. £500k this includes the cost collection and disposal of the variety of fly tips removed from across the city.

2

Monthly

Investigations	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
2021/2022	41	40	38	46	49	75	95	62	77	93	67	91
2022/2023	143	151	187	148								
Fixed Penalty Notice (£400 fly-tipping)	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
2021/2022	4	0	7	2	1	3	6	5	7	3	4	5
2022/2023	7	9	5	2								
Littering Fixed Penalty Notice (£100 up to single black bag/item)	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
2021/2022	1	2	1	6	3	9	18	15	17	24	18	21
2022/2023	36	34	16	25								

Quarterly

Investigations	Q1	Q2	Q3	Q4
2021/2022	119	170	234	251
2022/2023	481	148 (1 month)	0	0
Fixed Penalty Notice (£400 fly-tipping)	Q1	Q2	Q3	Q4
2021/2022	11	6	18	12
2022/2023	21	2 (1 month)	0	0
Littering Fixed Penalty Notice (£100 up to single black bag/item)	Q1	Q2	Q3	Q4
2021/2022	4	18	50	63
2022/2023	86	25 (1 month)	0	0



CONSERVATIVE QUESTION 8

Question(s) to the Mayor from Councillor Jonathan Hucker (Stockwood)

Subject: BRISTOL WASTE

The two most senior executives of Bristol Waste (Managing Director and his deputy, the Finance Director) both left the company at the same time July.

Can the Mayor advise of the terms of these departures i.e. whether this was anticipated in the company's succession planning; notice periods required/given and the value of any exit payments made?

REPLY:

- As this question relates to employment matters between Bristol Waste company and individual members of staff, we are not at liberty to disclose this information.



GREEN QUESTION 9

Question(s) to the Mayor from Councillor Tom Hathway

Subject: Parking Enforcement and new powers

1. Bristol City Council does not appear to have included the potential to roll out school streets cheaply and quickly in its application to the Government for the powers to enforce moving traffic offences using CCTV. These powers are now used extensively in London to enforce LTNs and School Streets, making them cheaper to implement.

Many enquiries from local residents about street improvements and local highways problems are referred by the Mayor and the Cabinet Member for Transport to local ward members as potential CIL interventions.

Question: In the spirit of this approach, will the Mayor include potential School Streets in the application and seek suggestions from Elected Members as to the other places where these new powers might be beneficial?

2. Please could you tell me the number of parking tickets given for double yellow line parking on key transport corridors like Gloucester Road or The Wells Road, compared with tickets given for parking infringements within residents parking areas?

REPLY:

- 1 The application that is being made to the Department for Transport is for moving traffic enforcement (MTE) powers that can be used across the whole of Bristol City Council's administrative boundary. The application is not for specific locations. The application requires consultation to be carried out at sites where MTE will likely be introduced first based on historic evidence of contraventions.

Once MTE powers are received it can be used for any offence included in the powers and can be carried out at any site once six weeks consultation has been carried out. This means school streets can be added at any point where evidence of contravention can be provided. Any other sites of interest can also be brought to the attention of Officers for consideration.

The application deadline to the DfT is very tight so known historic sites of contravention were chosen.

- 2 Parking Services enforce a mix of parking and bus lane restrictions across the city seven days a week.

Enforcement of parking restrictions takes place during their hours of operations.

Given the above, the ratio of enforcement requested, is currently 5 to 1 in favour of time spent carrying out enforcement in the Resident Parking Scheme (RPS) areas.



CONSERVATIVE QUESTION 9

Question(s) to the Mayor from Councillor Lesley Alexander (Frome Vale)

Subject: WEEDING OF ROAD GUTTERING

The weeds are back. This is also an issue raised with you previously. I understand the importance of not using pesticides to tackle this nuisance but what other actions can be put in place to tackle the weeds? Areas of Bristol are looking rather unkept and I am concerned about damage to pavements and infrastructure by more vigorous plant growth.

1. Will the Mayor please advise what is proposed to be done about the unsightly profusion of weeds growing in Bristol's gutters?

REPLY:

- The dry conditions have not been conducive to effective weed control as weeds grow to maturity and seed very quickly as their roots go deeper looking for moisture. Additionally, there are some broad leaf weeds that have 'shut down' preventing translocation of herbicides into their system.
- With an increase in cars staying parked on streets, there have been further challenges with the removal of the detritus (mud) in which the weeds grow as well as removing the weeds themselves, has meant the weeds have not been removed.
- A second spray is scheduled to take place starting shortly and where possible Bristol Waste are currently digging out weeds by hand, although this is a labour-intensive process.
- If we have locations reported we will deal with these either through the next spray or manual removal where appropriate.



GREEN QUESTION 10

Question(s) to the Mayor from Councillor Christine Townsend

Subject: Gaol Ferry Bridge and road works

1. We have had a lot of irritated residents contact us as the ward Cllrs about the lack of work being done on Gaol Ferry Bridge – often for days on end.

Can we have an explanation as to why they are witnessing no work being completed?

2. The replacement of double-yellow lines following road re-surfacing on Balfour Rd BS3 has resulted in even more dangerous and inconsiderate parking, making pedestrian use of the pavement unsafe as they need to go out into the road due to lack of space. There is a fear that emergency vehicles will have difficulty with access if such a service is required – in addition this is in the Ashton Gate stadium area.

When can residents expect these double-yellow lines to be re-instated? It's been months now.

REPLY:

- 1 The contractors are working with council officers to ensure that the bridge can reopen as quickly as possible.

So far contractors have installed the light weight stage one scaffolding and fully stripped back the bridge deck to expose the steel sub structure of the bridge. They have now surveyed the extent of what needs repairing and replacing. Ongoing work has continued behind the scenes, designing a new scaffolding structure to continue work on this delicate almost 100 year old bridge. This will be erected in stages to envelop any parts of the bridge to ensure that any sections which are removed do not contaminate the river below with materials like lead based paint.

Tomorrow, on Tuesday 18 October, there is due to be a further inspection on site to go through this scaffolding structure work.

- 2 The lines at Balfour Road were completed on Monday 10th October.

We needed to clear the road of parked vehicles to reinstate the road markings at this site, as our contractor were unable to gain site possession during previous attempts.

We have surfaced approximately 120 roads this summer using preventative techniques (surface dressing and micro asphalt). With such a large programme, it does take some time to reinstate all the road markings.

We do prioritise the reinstatement of road markings on pedestrian crossings, outside of schools and other areas where we consider missing lines compromise the safety of the travelling public.



CONSERVATIVE QUESTION 10

Question(s) to the Mayor from Councillor Chris Windows (Henbury & Brentry)

Subject: PARKING CHARGES LEVIED IN CITY PARKS

The Mayor may be aware of the adverse publicity the more than two-fold increase in car parking charges in our destination parks has attracted.

1. Please can the Mayor advise what the current income from the Blaise car park has been to date and how this compares to projected income?
2. Has any assessment been made to the visitor numbers to the Estate following the impact of these parking charge increases?

REPLY:

1. The income showing for months April-August is £68,000
 - a. This is being used to support the management of Blaise and parks across the city. Formal income projections were difficult to make as the Council does not have current data on car visitor numbers nor visitor dwell pattern figures.
2. There is no formal count of visitor numbers to the Estate, but it is still a very busy destination park.



CONSERVATIVE QUESTION 11

Question(s) to the Mayor from Councillor James Scott (Avonmouth & Lawrence Weston)

Subject: IDENTIFYING CAUSE OF STATION ROAD, SHIREHAMPTON SINKHOLE

Over the last few years, a sinkhole has developed and opened in Station Road, Shirehampton. Highway Maintenance confirmed that after the excavation, the damaged pipe was investigated and immediately made safe. The pipe was then repaired, and the excavation filled in. The authority has discharged its duties to ensure the public are safe.

Highway Maintenance also pointed out that Station Road was inspected in accordance with the Well Managed Highways: A Code of Practice, where any defects are investigated and repaired, where appropriate.

In addition to this, and as things currently stand, the Council do not seem to be moving from their belief that there isn't a culvert along Station Road.

We have demanded to see the Engineer's Report for the sinkhole and want the Council to explain away the photographs that have previously been provided that seem to highlight the existence of a culvert in Station Road, that at the same time doesn't appear on any of their maps.

1. We specifically want to know when and where the team checked for its existence, and did this include digging in the road?

REPLY:

- The cause of the subsidence in Station Road was a defective stormwater pipe. The defective pipe washed away the sub grade causing a partial collapse of the road. Whilst not a common occurrence it does happen on occasion. This pipe was excavated and repaired. As such there is no engineers report.
- We do not dispute the presence of a culvert. There are a number of historic pipes and culverts that are unmapped with no record. Often these might be the responsibility of a third party, although the council has a legal duty to ensure the highway is safe and to notify those parties that there is a defective asset. In this case we are not aware of a defective culvert and therefore have not undertaken further investigations.
- We would welcome evidence if there is a damaged culvert or pipe and we will undertake the appropriate investigations.



CONSERVATIVE QUESTION 12

Question(s) to the Mayor from Councillor Sharon Scott (Westbury on Trym & Henleaze)

Subject: MEMORIALISING THE LATE QUEEN

Given the recent national outpouring of grief and affection for Queen Elizabeth II, would the Mayor support any campaign to erect a permanent memorial to her in our city?

The “We are Bristol” History Commission concluded there was a need to “think creatively about the empty [Colston] plinth.” Therefore, any future use of this space should be subject to the most careful consideration. Does the Mayor share my belief that a newly commissioned statue of Her Majesty would be an attractive and fitting feature there? After all, this would be commemorating an internationally respected world figure.

REPLY:

- As I've have said any decision on the future of the plinth should be a decision for the city. The survey that accompanied the temporary display of the statue helped the History Commission in forming their recommendations.
- I think the plinth remaining empty is powerful.
- We are continuing to work with the History Commission on the future of the statue and the plinth.
- If you are interested in bringing forward the idea of a statue you could look to pulling together a group to establish where it might sit and who pays for it



CONSERVATIVE QUESTION 13

Question(s) to the Mayor from Councillor Graham Morris (Stockwood)

Subject: FUNDING PARK IMPROVEMENTS

1. The recent changes to the funding of new installations by the Parks department will make it much harder for Friends of Groups to bid for funds to improve local play areas. Is the Mayor aware of this and will he please review this decision?

REPLY

- The Parks Service has not introduced changes that will make it more difficult for Friends of groups to apply for Community Infrastructure Levy funding that is devolved to Area Committees to allocate.
- However, the budget approved at Full Council in March 22 did introduce a need to review the way the project delivery costs were calculated in order to realise a £100K saving.
- The approach taken was to ensure more of the cost to deliver the project and to maintain new or changed assets subsequently was met by the CIL funding allocated in order to relieve pressure on general Parks revenue budgets.
- This approach replicated the cost structure applied to projects funded by planning contributions through S106 before the introduction of CIL.



The following statements have been submitted – full details are attached:

	Name	Subject
CS01	Cllr Gary Hopkins	BCC Systems Breaking Down
CS02	Cllr Mark Weston	A4018
CS03	Cllr Brenda Massey and Mark Weston	The former Wayfarer site in Brentry
CS04	Cllr Ed Plowden	statement in support of Knowle Community Party's silver motion
CS05	Cllr Tim Wye	Supporting disabled people with CAZ
CS06	Cllr Mohamed Makawi	Civic Conduct

CS01

Members Forum statement from Cllr Gary Hopkins

Subject: BCC Systems Breaking Down

I am making this a statement as the story it tells is an illustration of how systems are breaking down and the problems are made worse by the cutting out from the system local cllrs. That subject should be discussed in a motion debate later.

I have removed all references to individual officers because not only would that be unfair but it would lose the point about the system being the problem.

Some years ago there was a problem spot in the knowle park part of the ward which is a generally very pleasant area with a mix of some council properties but a majority of owner occupiers. A back lane whose use was never defined by the council had become an area for drug dealing and ASB. Not the city's greatest hotspot but a nuisance to the neighbours and a problem that the local police could do without. A local resident whose house was at one end, with the support of neighbours, local cllrs, a housing charity and the police put in a gating scheme with gates at either end.

Problems stopped and although some residents had access, and there was still a driveable roadway, the area became a small wildlife haven.

One neighbour with access though decided that was not enough and started on a project to take over part of the area and to build a large garage complete with power and facilities for working on vehicles.

My colleague Cllr Davies 3 years ago wrote to the housing office to request that this activity be put a stop to. A housing officer seems to have attempted to take some action but it was not followed through upon. The original "gaters" wrote at least 9 e-mails without even receiving a reply and phone calls produced no response. Meanwhile the garage progressed. Finally a couple of months back i put in an official complaint at a senior level. It specifically referred to the original housing officer as they had been handed the responsibility and all the unanswered e-mails were sent there but no reference to them was made in the response.

The response came from a middle manager.

It firstly agreed that the matter had fallen off the radar of the local team (despite cllr complaints and regular chase e-mails from the "gaters")

Then it said that the matter had been referred to a committee to decide what to do with the land . No conclusion had been reached.

It also said that the matter of the illegal garage had been referred across to legal dept for action but as the solicitor dealing had left the matter was not further progressed.

On our recommendation the "gater " had applied to lease the land to protect it. This and we believe competing applications to lease were passed to a team to decide. The officer dealing with this retired and nobody picked up the matter.

The officer penning the response from housing did not see that they had a problem because they had passed the matter to other parts of the council who had not responded. Time and money have been expended with zero result apart from local annoyance. No feedback has been given at any time and the pass the parcel approach is deeply damaging for those that want this council to respond to responsible local residents and cllrs and provide an efficient service to our public. I still await progress.

CS02

Members Forum statement from Cllr Mark Weston

Subject: A4018

Public Statement on the A4018 'Improvements'

Cabinet recently approved funding to deliver a series of 'improvements' along a section of the A4018. The measures include:

- Introducing a new 30mph speed limit at Crow Lane to cover the whole of Passage Road
- A new signalised pedestrian crossing north of Dragonswell Road across to Brentry Lane and upgrading of the one south of Crow Lane
- A segregated cycle route, north- and south-bound, between Crow Lane and Charlton Road (up the Brentry Hill)
- Inbound and outbound bus lanes, operative all day, from Crow Lane to Charlton Road (these are the ones that proved controversial as most of us argued that they're weren't needed as this wasn't where the bus got stuck - although the lanes are shorter than first proposed they are still going in)
- New bus stops between Crow Lane and Charlton Road
- Installation of a pedestrian crossing on Passage Road close to Westbury-on-Trym primary school

Most of these are supported by residents and communities however it is the fourth point that is proving particularly problematic.

We have made reservations regarding the proposed new bus lanes previously. Our concerns are as follows:

1. This isn't actually a stretch of road that buses get delayed on - feel free to ask the local bus users who on the whole agree
2. It is a 24 bus lane without 24 hour buses and actually only the number 1 uses that stretch of road
3. The stretch of road suffers from natural pinch points that will cause real mayhem if this plan is proceeded
 - As you travel north towards Cribbs Causeway the traffic crests Brentry Hill and moves from one lane to two lanes. This allows a large amount of traffic to flow. Without this increased capacity the traffic will back up and over the hill - delaying the north bound buses. We have seen this previously when the bus lane was first installed by the White Tree roundabout. It was too long and caused massive congestion. We in North Bristol remember this and I can assure you this isn't NIMBYISM - we understand how the traffic flows in our part of the city as we will live with it all the time.
 - By contrast if you are travelling south into the city you arrive at the Crow Lane roundabout on two lanes of traffic. If you then move on and suddenly move to one lane (because the bus lane has been installed) then you will create congestion and cause the traffic to back up onto the roundabout as it tries to filter from two lanes to one lane. Again this is predictable.

I would strongly suggest that you look again at what is being proposed, and ideally remove the lanes entirely, or at the very least massively shorten the bus lanes to allow the proper filtering of traffic and give it time and space to filter from two lanes to one.

I urge the Mayor to reconsider.

CS03

Members Forum statement from Cllr Brenda Massey and Cllr Mark Weston Subject: Former Wayfarer site in Brentry

The former Wayfarer site in Brentry

To the Mayor

Right on the border of Brentry and Southmead sits the former Wayfarer Pub site. Approximately ten years ago the former pub was closed and knocked down. The private owners proposed a mixed development of retail, shops and even a police station.

In the end this failed to be delivered for two reasons:

- 1) The desire to build houses directly over the geologically sensitive Pen Park Hole proved deeply controversial
- 2) The design was configured in such a way that if the shops were being serviced then police couldn't get into and out of the station
- 3) Point two led to the Police looking for alternative sites which undermined the viability of the scheme

When planning failed the owners erected a wooden 2m high fence around the site and left it to fall into decay and disrepair. It is now an eye sore.

- ☐ Holes have been kicked in the fence and it is no longer secure
- ☐ Flytipping has been a real problem
- ☐ The plot is overgrown
- ☐ Parties, fires and rough sleepers have all been a challenge for local residents
- ☐ Drug dealing has also been witnessed by neighbours to the site

We are asking for the Mayor to directly intervene to improve this blot on the land scape.

We propose the following:

- ☐ That enforcement be taken against the owners to resecure the site and improve its visual amenity
- ☐ That the council ascertains the owners desire to develop the land
- ☐ If the owners aren't willing then the council should look at purchasing the plot.

If the site is not to be developed for housing (and we know the area around the hole certainly could not be due to its scientific importance, then it should be developed as a play area or wild flower meadow. At the moment the site is an ugly blot on the landscape that serves no purpose other than as a breeding ground for rats.

Thank you for your consideration

CS04

Members Forum statement from Cllr Ed Plowden

Subject: statement in support of Knowle Community Party's silver motion

I support more transparency and information being given to councillors. The Mayor supposedly expects us to take a leading role as "local community leaders", but I am not convinced that this is possible with the information we are allowed to work with.

In addition to the administration's astonishing refusal to release the Workplace Parking Levy report (see my Member's Forum question), I also have local examples in Windmill Hill Ward:

Firstly, during a meeting with the Cabinet Member for Transport and officers we were informed that traffic interventions are planned for Windmill Hill. This is something that many residents are concerned about, and, as a result of the meeting, in good faith I was optimistic that something was happening.

Since then I have been repeatedly writing to asking for information about what plans are being brought forward and when I have had a response it is no more than the pilot Liveable Neighbourhood in St George needs to be learnt from before any more plans are made.

So it is a surprise that a local resident has been informed, on applying for planning permission, that Traffic Management schemes in the area are now formally listed as constraints. They have contacted me to understand what these are, but Lisa Stone and I have not been informed as to what appears to be a formal change of policy in our ward.

I accept that these may not yet be planned, but to do my job and respond to local residents I do need to know that this is now sufficiently advanced as a formal policy as to be communicated as part of planning applications; it is not acceptable that I first heard of this from a resident.

A second local example is mass transit plans through Mead Street. All the development brief for Mead Street says is that "the area is well positioned to access the public transport network, including a proposed mass transit route" and "Bristol City Council are also undertaking a study to assess options for an underground mass transit route which may serve the Mead Street area."

However, when the first plot came to planning committee, Savills (with whom the Council places a great deal of paid contracts) repeatedly said that Mead Street is in scope to be part of the Mass Transit system, which presumably can then only turn up St Lukes Road. It would appear that contractors to the Council are being given more information than local ward members.

I sincerely hope as part of a transition from the Mayoral system to a more accountable and participatory system that ward members will be kept better informed.

CS05

Members Forum statement from Cllr Tim Wye

Subject: supporting disabled people with the Clean Air Zone

Progress towards tackling air quality in Bristol is welcome and we agree that a CAZ is one of the strategies to do that. However, we are concerned that given how long this has been in the planning sufficient adjustments have not been made to accommodate the needs of disabled people, many of whom are among the most disadvantaged in the community. BDEF have raised a set of what we believe are entirely justified concerns. I don't intend in this statement to go through their concerns in detail but in summary they are deeply and rightly concerned that the plans and exemptions for disabled people will deny many of them access to the city as many are on low incomes and will not be able to afford to upgrade their cars in the foreseeable future. The process is complicated; the transitional arrangements are simply not long enough; and many disabled people are excluded from access to support as the BDEF statement details.

We appreciate the difficulties in making exceptions. Too many exemptions could undermine the scheme and will be an administrative burden. However, I do not imagine that ensuring disabled people still have access to our city will generate significant number of journeys.

We therefore call on the council to revisit the support for disabled people.

CS06

Members Forum statement from Cllr Mohamed Makawi

Subject: Civic Conduct

Since I entered this chamber and even before that, I have felt the tension of the relationship between the members of different parties. Too often the atmosphere is poisonous and unhealthy.

And now we have used up nearly half of our terms as representatives elected by the citizens of the city. Residents put their trust in us to be voices to represent them – not as enemies fighting in a battle for political gain, for the interest of our parties. We were elected to serve the public interest – to serve Bristol not erect party political bulwarks.

Both inside the chamber during Full Council or Cabinet meetings, and outside it in press statements or social networking sites (Twitter, Facebook & others) – from the top of the pyramid to the backbenchers.

Here I do not exclude myself, but I ask why?

Are these democratic practices serving the city of Bristol and its residents? How can this be fixed? We must be transparent and frank with ourselves and with our colleagues to reform the democratic situation until we reach the ideal way, so to speak.