

Member Forum - Questions & Statements from Councillors



Date: Tuesday, 7 December 2021

Time: 12.30 pm

Venue: Council Chamber, City Hall

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Agenda

1. Member Forum Questions and Answers

(Pages 3 - 46)

2. Member Forum Statements Received

(Pages 47 - 50)



Member Forum

7th September 2021

Questions and replies



Procedural note:

QUESTIONS FROM COUNCILLORS:

- 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.
- All supplementary questions must arise directly out of the original question or the reply. There is a maximum of 2 supplementaries, one per question asked.
- Questions have been submitted in priority order, via the group leaders / whips. Questions are rotated around the political groups, in order.



LABOUR QUESTION 1

Questions to the Mayor from Councillor Pearce, St George Central Ward

Subject: Social Care Cap and Refugees

Q1. For more details on the impact of the heavily-criticised Social Care Cap on Bristolians

Q2. Every Council with a social service department will have received a letter from the Government, asking it to take in child refugees, due to a three-fold increase in channel crossings. How many child refugees has the Council taken in, and how many more does it expect to take it as a result of this letter?

REPLY:

Q1.

I am hugely frustrated about the government's current plans for the reform of social care, and I am particularly troubled about their [current proposals](#) for how people will be charged for the cost of their care.

In their present form, the government's proposals mean that someone who requires residential care but owns a home that is worth less, will pay out a far greater proportion of their assets' value than someone whose home is worth more. Put simply, poorer Bristolians will be required to surrender far more of the wealth they have built up during their lifetime, whereas wealthier households who require social care will have more of their assets protected.

This is not the only concern we have, however. The government's proposed changes (especially the change to Upper Capital Limits to £100,000) means many more people will require funding, assessment, guidance, care navigation/brokerage, review, financial audit, contracting and negotiation with providers. This will place additional demands on the current adult care workforce.

Given these challenges and concerns, the [White Paper](#) the government released last week comes as a huge disappointment. The funding it promises for local authorities doesn't come close to meeting the level of demand we are dealing with. And most disappointingly of all, it doesn't propose any additional investment in the pay of our dedicated social care workforce – who so often go above and beyond to deliver high-quality and skilled care to our residents.

My fear then, is that Bristol's poorer residents will disproportionately bear the costs of the Prime Minister's failure to deliver a plan for social care that actually grapples with the challenges the sector is facing.

Q2.

As a City of Sanctuary Bristol is committed to playing its part in caring for refugee children, both those who come to us via the National Transfer Scheme having crossed the Channel and those who present in our city.

Bristol is part of the regional Strategic Migration Partnership and is working with other local authorities to provide homes for children about whom we are notified on a cyclical basis by the Home Office. Currently, we care for 71 unaccompanied asylum seeking children and we support 113 young adults as care leavers who were unaccompanied children and whose asylum status is not yet finalised. This is more than the 69 children than the Home Office request Local Authorities care for (based on a calculation of 0.07% of our under 18 population).

We will, of course, continue to play our part in providing homes for unaccompanied children when we can. Over the course of the past three months, we have begun caring for 13 unaccompanied children – three of whom arrived through the National Transfer Scheme. A further three are planned to join us in the near future.

We still require help, however, in identifying suitable care and accommodation in the city. In particular, we appeal to families who are considering fostering or can provide supported lodgings for an unaccompanied child to get in touch. Similarly we welcome contact from landlords who able to provide accommodation where we can support young adults. You can contact us via the Council's [Fostering website](#) or **by telephoning 0117 3534200**.



GREEN QUESTION 1

Questions to the Mayor from Councillor Mohamed Makawi, Cotham Subject: Broken streetlights

About three weeks ago, I reported a broken streetlight in my ward to FixMyStreet. One week later, nothing had been done so I called the council to find out why the light had not been fixed, especially in winter as it's getting darker earlier.

They said it would take at least 6 weeks for the light to be repaired due to a big backlog. The Green group have done some research on FixMyStreet and discovered that there are over 500 broken streetlights throughout Bristol. Moreover, the average time between a problem on FixMyStreet being reported and being fixed varies widely throughout the UK. In Oxford and Hackney it takes 3 days, in Greenwich it takes 7 days – in Bristol it takes 90 days (stats from 29th November).

How responsive is Bristol City Council?

Average time between a problem being reported and being fixed, last 100 reports.

Oxford City Council	3 days
Hackney Council	3 days
Bromley Council	4 days
Royal Borough of Greenwich	7 days
Penwith District Council	15 days
Bristol City Council	90 days
Overall average	83 days

Most popular categories in Bristol City Council

Number of problems reported in each category, in the last 7 days.

Street Light	112 reports
Carriageway Defect	32 reports
Pavement Defect	24 reports
Obstruction	23 reports
Road Signage	13 reports
Other categories	47 reports

- 1. Can we have a clearer idea of what's wrong with the system to get street lighting fixed in a reasonable time?**
- 2. Why is Bristol Council's performance in fixing common problems like these so far behind some other councils?**

REPLY:

Q1.

It's important to understand the nature of Bristol here. We have an ageing network of streetlights we are maintaining. Our efforts on this are also being undermined by a worldwide shortage of electrical components. Certain lamp types are also being phased out and this has all contributed to longer repair response times.

Having said that, we made this a focus of service improvement for the city. We recently changed contractors; the previous contractor had left 400 unfinished works orders. This caused a backlog. We are targeting normal service of repair times of five days.

Q2.

It is very difficult to compare fault statistics with other authorities as there can be several factors which contribute to response times. These include:

1. Number of Street Lights
2. Age of Lights
3. Type of Lights (LED or standard lamps)
4. Type of Columns (cast iron with no isolation)
5. Preventative Maintenance Regimes

The majority of the Bristol Lighting Network is non-LED and is operating well above its life expectancy. We therefore encounter more random faults than a modern LED network.

The repairs for some faults are dependent on a third party and can take longer to repair, in certain circumstances four to six weeks.

To address this, our contractor is in the process of recruiting more teams to work on the network, and we are replacing older lights with LED via the reactive maintenance process. We are currently bidding for funds to replace all the existing non-LED with LED lanterns and a Central Management System. If these proposals are funded, faults will be reduced, and will reduce the electricity and carbon usage of our lighting network.



CONSERVATIVE QUESTION 1

Question(s) to the Mayor from Councillor John Goulandris (Stoke Bishop) Subject: Highways Maintenance

Ultipave R is environmentally friendly asphalt made from recycled tyres, which would otherwise be sent to landfill or incinerator plants. It is manufactured and supplied at lower temperatures than traditional asphalt, saving an average of 3.5kg of carbon dioxide equivalent per tonne.

It's been used very successfully by Highways England on the M1 and local authorities such as Royal Borough of Kingston and Bradford.

1. What plans does Bristol have to use this type of asphalt?
2. What other initiatives are being considered by Highways Maintenance to help meet our target of net zero carbon?

REPLY:

Q1.

Within the industry, this is known as rubber crumb tarmacs. This is being trialled on one junction of the M1 – we'll monitor this development with an intention of bringing it forward for Bristol. We'll review this in six months and happy to share our progress on this.

Q2.

As part of the new Highways Framework we have included the use of warm mixes, which are tarmacs that are produced at lower temperatures and contain an additive to ensure it is still flexible to be laid in the traditional manner. Using warm mixes allows us to reduce our carbon impact as the tarmac does not need to be heated to as high a temperature.

We are currently looking at proposals to trial this material on the St. Peter's Rise project.



LIBERAL DEMOCRAT QUESTION 1

Question(s) to the Mayor from Councillor Andrew Varney – Brislington West Subject: Road Closures for Community Events:

The Christmas lights on the vibrant Sandy Park Road in my ward of Brislington West were recently switched on, an event attended by hundreds of local residents. Unfortunately, because of the crowds, dozens of people were spilling onto the road and I was quite concerned for their safety. Despite previous attempts, we have always been told that we can't close Sandy Park Road as it is on a bus route. However, it is likely that the Sandy Park Christmas light switch-on event is going to get bigger and better each year and so in the interests of public safety, can the Mayor say if a future application for a road closure will be looked upon more favourably?

REPLY:

The Highway Network Management team have advised that that they haven't been approached about the possible closure of Sandy Park Road for a Christmas street event.

The presence of a bus route, whilst complicating matters, doesn't necessarily preclude an event taking place.

My recommendation is you make contact with the Highway Network Management Team and Site Permissions Team to discuss arrangements for a Christmas Street event in December 2022 (traffic@bristol.gov.uk).



LABOUR QUESTION 2

Questions to the Mayor from Councillor Hulme, Horfield Ward.

Subject: Leisure Investment Strategy / Women's Safety

Q1. If the Mayor can provide details on what the funds raised from the Leisure Investment Strategy could be spent on?

Q2. Please can the Mayor provide more details on how the funding to improve women's safety will be spent?

REPLY:

Q1.

The proposal to be considered by Cabinet next year is to prioritise improvements across key strategic sites which serve both the highest number of users and areas of greatest deprivation.

The proposals focus on Horfield and Easton Leisure Centre plus Bristol South Pool, as detailed in the recent public consultation.

Proposed investment across Easton and Horfield focuses on new and larger health and fitness areas, female-only gym provision, and additional community spaces. For Bristol South there is a proposal to undertake some refurbishment of plant machinery and customer-facing areas.

If proposals are agreed, potential providers would be asked to bring forward additional investment as part of their bids to achieve the maximum benefits at the three sites. It is proposed that the council will utilise its capital contribution, at the sites identified in the leisure facilities investment consultation, to achieve improvements where these will achieve greatest social value.

Q2.

The bid to the Home Office was a joint effort with the police, NHS, the BID, the Universities, women's groups (including One25, SARSAS, and the Bristol Women's Commission), venues and the council.

We secured £282,000 to improve the safety of women who are out enjoying our city at night. This work will include over £150,000 to develop and deliver training and an awareness campaign aimed at supporting night-time venues to tackle the sexual harassment of women.

Just under £20,000 will be used to supply testing kits for police to use on call-outs or when people present with a suspected spiked drink and support police efforts to deliver the education and training needed to help officers to respond to drink spiking incidents.

This will build on existing work, including:



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- Our Bristol Rules campaign, which sets out behavioural expectations to ensure everyone can experience the night-time economy free from risk;
 - The work we're doing with partners to deliver training and guidance on how to respond to reports of drink spiking, which will support the police in their efforts to prosecute perpetrators.



GREEN QUESTION 2

Questions to the Mayor from Councillor Paula O'Rourke, Clifton
Subject: Infrastructure and Citizens Assemblies

Infrastructure

We are approaching a very worrying time for Clifton residents; two years ago, at New Year, the Mardyke Steps collapsed and have remained closed since then, last Christmas Day, a huge sink hole appeared in Canynge Square.

In both cases, the cost of inaction could lead to a situation like the Chocolate Path where delay led to the final fix being much more expensive. The hole in the wall which has closed the Mardyke Steps is just getting bigger and pulling more of the wall down. The steps could eventually fall. In Canynge Sq, the road is closed as it isn't safe for traffic which makes one wonder if the sink hole won't get even bigger if left much longer.

- 1. While I understand that there is a limit on the budget for these repairs, what is the strategy for managing a City where there are many old walls and hidden vaults underground and when will these two actually get fixed?**

Citizens Assemblies

It was agreed that those taking part in Bristol's Citizens' Assembly would get feedback on the progress of the recommendations at 6,12 and 18 month intervals. In response to a question from a citizen at the last Full Council meeting, when Craig Cheney represented the Mayor, he explained that the first six-month report back to the citizens was delayed but he guaranteed that a report would be coming in January.

- 2. Will that report include a detailed and costed response to each of the 17 recommendations, for example, will there be evidence of the progress made towards reducing car road and parking space by 3-5% each year up to 2030?**

REPLY:

Q1

There is a requirement for significant investment across Bristol's bridges and structures and Council-owned public realm. We need far more understanding of the challenges we face – compounded by years of underinvestment from central government. At present there are over 1700 streets on our rolling program in need of some level of repair, with 60 critical repairs on

Docks structures and major refurbishment of a number of highways structures including our bridges.

It is therefore important to consider repairs of these privately-owned structures in the context of what the council does manage.

- 6,231 roads (over 1100km in length)
- 5,993 footways
- 544 bridges and structures: vehicular and pedestrian bridges, culverts, tunnels, underpasses and subways
- 580 retaining walls
- 45,430 highway gullies
- 36,886 street lighting columns
- 2,237 illuminated bollards
- 10,448 traffic signals
- 891 highway verges

Our [Strategic Asset Management Plan](#) sets out in more detail the approach we take with regards to the prioritisation of repair and maintenance works.

With regards to the Church Path Steps, the land the wall is on is owned by a private landowner and we have asked them to fund the repairs. Until such time as this is agreed we cannot permit public funds. In the meantime the Council continues to inspect and monitor this wall and the whole site, to ensure we are discharging our full statutory duty related to the Highway.

Newly-discovered vaulted cellars now appear to extend from the adjacent properties across the public Highway and also through the central park within the square. These cellars are uncharted, privately owned and normally not the responsibility of the Highway Authority. However, the Council continues to inspect, structurally assess conditions and monitor this complex of vaulted cellars in the whole of Canynge Square to ensure that the citizens and residents of Clifton are kept safe and to ensure the Council is discharging its full statutory duty related to the Highway and Parkland.

Q2.

The recommendations of the Citizen's Assembly formed an important part of the evidence base for the Council's updated Corporate Strategy which is before Full Council today, and you will see many references to its influence.

As you know, some of the recommendations are more detailed and need to be considered as part of the Council's overall service and project-planning process. We have limited resources and capacity and we therefore need to consider the recommendations as part of this wider whole. While the assembly's recommendations provide valuable insight about local priorities, we have always been clear that the process was not a referendum and does not directly set our policy.

Similarly, in light of the significant budget challenge set out in today's item on the Medium Term Financial Plan, we will need to make difficult decisions as an authority about what we can afford to prioritise.



The update report will not provide fully costed proposals in all cases, but will give clarity about what progress has been made and what the next steps for each recommendation will be.



CONSERVATIVE QUESTION 2

Question(s) to the Mayor from Councillor Geoff Gollop (Westbury-on-Trym & Henleaze)
Subject: A37/A4018 Number 2 Bus Route Traffic Consultation

1. Can the Mayor please tell me all the sites of traffic monitoring equipment in Westbury-on-trym and Henleaze?
2. Normally, traffic is monitored during the preparation of such a report. Can you explain why the monitoring equipment was only installed 2 weeks before the date intended for publication of the consultation document?

REPLY:

Q1.

Traffic monitoring equipment has been installed at the following locations across the A37/A4018 corridor:

<https://www.google.com/maps/d/edit?hl=en&mid=1HMzfMJnj6kxAxHagDBjGKhkxQkZTan46&l=51.448491172105705%2C-2.595198400000003&z=13>

Q2.

Information collected will assist as the scheme progresses through the consultation, design iteration and appraisal processes.

The scheme proposals have been informed by scheme objectives, feedback from early engagement modelling data from the GBATS 2013 model and other local data. The traffic data being collected currently will enable more detailed modelling of scheme proposals following feedback from the public consultation to feed into the business case assessment process.



LIBERAL DEMOCRAT QUESTION 2

Question(s) to the Mayor from Councillor Jos Clark – Brislington West Subject: Traveller Camps

Brislington west has recently had a group of travellers camped on the greenway again, they were moved on by one of the landowners and at the time of writing they are parked on the road. I went and spoke to them to see what they planned to do, they told me they had been offered a place at a meanwhile site, but they were not prepared to go there because they had to pay. The only difference in their opinion to parking on the public road and the meanwhile site was they got access to a toilet and they were not prepared to pay the site fees.

Can I ask the mayor if it would be more cost effective to offer pitches at the meanwhile site either at a reduced rate or fee depending upon the traveller's circumstances, as this might be a cheaper solution than having to keep serving court orders.

REPLY:

Q1.

Anyone living in Bristol, be they homeowners, in tenancies, supported accommodation or meanwhile sites should contribute towards the costs of running the city.

The pitch rental costs for Meanwhile site accommodation and services were set following consultation with vehicle dwellers across the city. The consultation found that vehicle dwellers wanted fresh water, toilets and waste disposal and were prepared to pay £25 per week for this. All Meanwhile sites have been set up in this way with a minimum pitch rental being charged.

Site residents can apply for Universal Credit to cover their pitch fees. A number of meanwhile site residents do just that. We feel that this allows travellers who are in financial hardship and equal opportunity to access sites to those in employment.



LABOUR QUESTION 3

Questions to the Mayor from Councillor Bennett, Eastville Ward

Subject: Heritage Lampposts / COP26

Q1. The Mayor will recall outcry from Bristol residents a few years ago, due to an existing policy that saw heritage lampposts that were in need of repair in poorer areas of the city refurbished and moved to affluent areas. This was, thankfully, changed by the Labour administration in 2019.

Does the Mayor have an estimate of how many heritage lampposts have stayed in their original areas, thanks to the new policy?

Q2. Is the Mayor satisfied with the outcome of the COP26 summit?

REPLY:

Q1.

We have not removed any cast iron column, other than units damaged / dangerous or beyond repair since we changed the policy in 2019. This means that all areas of the city will retain their heritage lampposts for as long as they remain safe (or can be repaired). This change in policy has benefited many areas. If a cast iron column is damaged / dangerous or beyond repair we will endeavour to replace with a reproduction or refurbished cast iron columns from our reducing limited supply.

Cast iron columns are heritage infrastructure and the policy applies to them. Some older lampposts are non-galvanised steel columns, and when these are faulty (as they are structurally unsafe), these will be replaced by a standard galvanised lighting column.

We also have a number of listed heritage lighting columns, which require specialist structural works and bracket replacements.

Q2.

I am not satisfied, but COP26 was mixed in its outcomes.

The prospect of limiting global temperature rises to 1.5 degrees Celsius is still alive, just, but the world remains ablaze. Antonio Guterres, the UN's Secretary General, described this goal as being on "life support". While there have been a series of important agreements, including on deforestation, Climate Action Tracker reports the planet is still heading for 2.4c of warming above pre-industrial levels.

We made a big contribution to COP26 and I shared during my time there a clear set of messages:

- Cities and Mayors should be front and centre of any COP26 commitments
- National governments, international organisations and private finance must work together to enable city leaders to access the scale of investment we need to decarbonise.

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- The need for a just transition.

There were grounds for hope in the discussion. For the first time, COP26 did start talking about cities, and – crucially – they spoke about city finance. As part of the UK Cities Climate Investment Commission, we have identified £205 billion of decarbonisation opportunities and needs across the UK's 12 biggest cities (where 60% of the UK's population live).

I'm proud that we've been creating the conditions for action to respond to the threat of climate change. What we need now is national government to work in partnership with us if we have any chance of averting the climate emergency.

You can read more of my reflections on my [blog](#).



GREEN QUESTION 3

Questions to the Mayor from Councillor Ed Plowden, Windmill Hill Subject: Transport commitments

In the Mayor's manifesto (Our manifesto - Vote Marvin) there were a number of commitments made for transport and connectivity including, "we will":

1. Tackling rat running and speeding to make our streets safer
2. Providing free travel for apprentices and students under 25
3. Roll out of two liveable neighbourhoods
4. Providing more on-street bike hangars
5. A new website to allow people to report heavy lorries driving through residential streets

None of these appear to be happening nor consulted on at the moment.

Questions:

1. What is the timescale for the introduction of each of these measures?
2. What are the predicted costs of, and proposed budget for, each of these commitments?

REPLY:

Q1.

Our winning manifesto is for the whole term – we are working with partners and communities to deliver. This includes the roll-out of two Liveable Neighbourhood pilots.

Q2.

Our budget will be set out in the February meeting, you'll be welcome to support the interventions it pays for then.



CONSERVATIVE QUESTION 3

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

Subject: Housing at Imperial Apartments, Hengrove

1. Is the Mayor satisfied that the housing of Bristolian tenants at Imperial Apartments (the former 'Parkview' offices) by controversial developer Caridon has been a success and what lessons does he draw from the experience?
2. Is the Mayor satisfied with the housing policies of Caridon (described by a national news organisation as engaging in "human warehousing") and, if not, what does he propose to do about Bristol City Council's questionable relationship with this company?

REPLY:

Q1.

We have stated publicly that this is not a perfect solution, but it is a solution the government have corralled us toward. We have very few options to tackle the homelessness crisis. Even now, the problems are being exacerbated by continual failings at the top of government to devolve the funding and powers needed to accelerate local housebuilding.

While the use of Imperial Apartments is not an ideal option, it has provided housing for more than 200 people with a history of, or who are at risk of homelessness. Strict referral criteria are in place for the building to ensure we only refer people with low or no support needs who are assessed as able to live independently with minimal ongoing resettlement or floating support.

Although Caridon are the landlords and responsible for delivering safe and secure accommodation at the site, we take any issues raised very seriously. Weekly meetings with staff on site and monthly meetings with senior managers are held to discuss and address any emerging issues. Members of our Community Development team are at the site on most days also.

We review the arrangements Caridon have put in place regularly. I invite you to discuss this further with Cllr Tom Renhard.

Q2.

No. We need government to provide the regulatory framework that empowers local government to ensure accommodation is provided at an acceptable standard.



LIBERAL DEMOCRAT QUESTION 3

Question(s) to the Mayor from Councillor Alex Hartley – Hotwells & Harbourside Subject: Polluter Pays Principle

In Bristol alone, over 40 buildings, with thousands of potential leaseholders have been affected by the Cladding & Building Safety Crisis. Affected leaseholders are being forced to pay thousands in remediation costs, while freeholders and developers are not paying to fix defects. One of the main identified methods of helping leaseholders would be the passing of the Polluter Pays Bill, which applies the principals already in place under the Environment Protection Act 1990 as amended, to establish a statutory framework for the recovery of direct and indirect remediation costs from responsible parties where a building is found not to have been constructed in accordance with building regulations in force at the time of construction. More information on the Polluter Pays Bill can be found here; <https://bills.parliament.uk/publications/42732/documents/687>

I would like to ask the Mayor will he lobby for the passing of the Polluter Pays bill in order to help Bristol's desperate leaseholders?

REPLY:

We have been lobbying for government to take action to support people in Bristol affected by the national cladding scandal and national building safety crisis.

Together with Bristol's MPs, and former current cabinet members Cllr Nicola Beech and Cllr Tom Renhard, we have repeatedly urged the Government to move faster and do what it takes to rectify this national scandal. Cllr Renhard wrote to Robert Jenrick MP, then Secretary of State, earlier this year, calling for clarification following July's ministerial statement. On behalf of our administration, Tom called for the EWS1 position to filter down to banks and other lenders; called for fairness for residents of buildings under 18 metres in height; and consider expanding remediation funding. We have also written again to all known owners/responsible persons of affected privately owned blocks in the city, encouraging them to take the necessary action.

The Government's Building Safety Bill is currently in the report stage in the House of Commons, where amendments, including one branded as the 'Polluter Pays Bill', will be considered.

In Parliament, Labour tabled amendments to the Fire Safety Bill to ensure that the Government keeps its promise that remediation costs are not passed onto leaseholders. Ministers rejected these amendments five times, though did commit to implementing the Grenfell Inquiry phase 1 fire safety recommendations. Thangam Debbonaire MP has rightly raised concerns about the slow pace of disbursement of funds through the Building Safety Fund. Our city's MPs will, I know, continue to seek justice for leaseholders to end the cladding crisis – more than four years after the tragedy at Grenfell Tower.



LABOUR QUESTION 4

Question to the Mayor from Councillor Jackson, Filwood Ward Subject: Hartcliffe Way Recycling Centre / Landlord Licensing

Q1. Please could the Mayor provide an upgrade on progress on the Hartcliffe Way recycling centre and its projected opening date?

Q2. Please could the Mayor provide an update on the success Landlord Licensing scheme

REPLY:

Q1

Construction progress on the new Hartcliffe Way Recycling Centre has progressed well, with the core reuse and recycling facilities, including the purpose-built Reuse building now nearing completion.

The next tranche of works commenced in October to construct the two new access and egress bridges spanning Pigeon House Stream.

The target opening of the new HRRC is Spring 2022. Wessex Water have raised a concern about sewer discharge levels which Bristol Waste are actively working to resolve as a present issue, to avoid this impacting the opening date.

The image below illustrates the progress that has been made on the site's development to date.



Across the licensing schemes we have in operation in the city, we have issued 10,702 licenses in order to drive up standards in Bristol's Private Rental Sector. These increase our powers to drive improvements and take enforcement action within private rented homes across the city.

In total, 14 wards in the city have been covered by additional licensing schemes, including:

- Ashley
- Bishopston and Ashley Down
- Central
- Clifton
- Clifton Down
- Cotham
- Easton
- Hotwells and Harbourside
- Lawrence Hill
- Redland
- Southville
- Windmill Hill
- Eastville
- St George West

We are also proposing additional licensing schemes in Horfield, Bedminster and Brislington West, and will be considered by cabinet next week. This will bring approximately 3,800 additional properties into the remit of our licensing schemes.

We know these schemes have a real impact for renters. For example, the five-year Eastville and St George licensing scheme ended on 30 June 2021 and brought significant improvements to private-rented housing standards in these two wards. This included:

- 3,616 licences;
- 3,019 improvements in rented properties (88% of properties inspected);
- 752 informal and formal notices issued to resolve serious hazards;
- 246 properties were in breach of the Houses in Multiple Occupation (HMO), Management Regulations and were required to carry out remedial works;
- 675 properties benefitting from fire safety improvements.

Further information can be found at:

[Licensing Scheme leads to improvements to private rented housing standards – bristol.gov.uk](https://www.bristol.gov.uk/news/2021/07/23/licensing-scheme-leads-to-improvements-to-private-rented-housing-standards)





GREEN QUESTION 4

Question to the Mayor from Councillor Christine Townsend, Southville **Subject: School places**

People Scrutiny in July 2021 were told by Alison Hurley that that Education Capital Programme of Works would come to Cabinet for sign-off 'October/November'. This deadline was missed.

The answer to my question raised at OSMB highlighting a timeline slip as it was not listed in the Forward Plan, was that it would come to February cabinet for this sign-off. The response stated that this new timeline would require 'immediate mobilisation' to ensure year 7 mainstream place sufficiency and phase 2 of the SEND school place programme.

The Mayor's Forward Plan for February does not list the Education Capital Programme of Works – it is now listed as "before 7 June '22."

1. Will this administration have the required number of mainstream secondary year 7 places within the Bristol boundary equal to the number of children known to need them, as the law requires for Sept 22?

REPLY:

The delays to the new school in Temple Quarter mean that we need to provide additional places in our existing schools.

The programme of capital projects related to providing the additional secondary school places required for September 2022 is on schedule for consideration by Cabinet in January.

This will mean there will be sufficient places in Bristol schools for all the pupils requiring them. Contingency plans are also being developed to ensure sufficiency should any of the planned projects not be deliverable by September.



CONSERVATIVE QUESTION 4

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

Subject: Hazardous Footway

There is a damaged and uneven section of adopted footway outside No. 90 Hollway Road, Stockwood. The footway is well used as it is part of the Stockwood shops precinct. The damaged section is a serious safety hazard, especially for the many elderly people who live in the extra care housing schemes opposite.

On 7 June 2021, I requested that this damage be repaired. Since then, I have chased the Council on no fewer than four occasions, but the work has still not been carried out.

1. Given the sensitive nature of this location, can the Mayor provide an assurance that the necessary repair will be completed as soon as possible please?

REPLY:

We are aware of the poor condition of the footway in and around Stockwood shops precinct and have undertaken 11 response repair works over the past 12 months. We continue to inspect this area monthly and will undertake small response works where necessary to ensure public safety.

However, we recognise that there needs to be a bigger piece of work to replace the footway in this area. One option is looking at delivering improvements to the precinct, as part of a wider maintenance package, by using CIL funding and the Welcome Back High Street fund. It is clearly a priority for you as a local ward councillor – have you raised this in your Local Area Committee?



LIBERAL DEMOCRAT QUESTION 4

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

Subject: Jubilee Pool

1 Having switched stated policy on Jubilee pool from immediate closure to asset transfer to the community can the mayor explain why he thinks it sensible to demand a share of future profits when his officers were adamant no profit could be made and these future profits are needed to fund the facilities for the good of residents and give an assurance that this demand will be dropped and replaced by sensible help and cooperation.

2 The present operators Parkwood, who are working very successfully in partnership with the community, have clearly stated that they are happy to carry on with their management until the asset transfer can be concluded. .Can the mayor make good his promise to agree the extension of the contract beyond March 2022 rapidly to give certainty for management employees and users.

REPLY:

Q1.

A profit share clause is a standard requirement for assets that have the potential to generate a substantial 'financial surplus' (i.e. operating profit). This is the case for Community Asset Transfers, which are for 35 years and any profit share would only be enacted if it exceeds a pre-determined threshold.

Q2.

We are in dialogue with the present operators with a view to confirming a contract extension, in the event one is needed, to enable the conclusion of a community asset transfer process. Any contract extension will only be agreed at zero cost to the council.



GREEN QUESTION 5

Question to the Mayor from Councillor Lisa Stone, Windmill Hill

Subject: Liveable neighbourhoods

Since May 2021, we have been nudged towards accepting that there may be other ways to deal with traffic and badly behaving drivers of dangerous vehicles. The introduction of a low traffic neighbourhood or liveable neighbourhood would have bought calming measures to some areas in Windmill Hill, namely Stanley Hill and Cotswold Road North. In conversations with the community, we have resolved to welcome these new ideas and visions.

However, I see that the Labour administration have misinformed the public about their commitment to progress these proposals and have not acknowledged people's desire for change; not only that, but they have also failed to produce a suitable transport plan that will help to take control of the reoccurring violence that manifests on our streets from poorly behaving drivers of dangerous vehicles. This is mostly due to parking on the pavement, or on double yellow lines, driving through residential only areas and rat running.

Honestly, who would want to live on a road which is unsafe to walk along?

1. What happened to the low traffic calming measures the labour administration were seeking to implement?
2. What does the cabinet propose to resolve these traffic problems?

REPLY:

Q1.

Our (winning) manifesto committed that we would roll out two liveable neighbourhood pilots during the course of the administration. We are on track to honour our pledge.

We know from other local authorities that without careful handling and meaningful engagement from local residents, initiatives such as Liveable Neighbourhoods can attract considerable opposition, with consequences for community cohesion and safety.

We are working with local councillors and the community on our first pilot in St George, and will look to commence work on the second pilot in the near future.

Q2

Councillors can continue to apply for funding for road safety interventions through the Local Area Committee process.



CONSERVATIVE QUESTION 5

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

Subject: Park Public Conveniences

1. Given the Mayor's apparent endorsement of these essential facilities in local parks, will he now consider reopening the public loos on the edge of Fishponds Park?

This would have many benefits. Such a move would enable the Hannah Moore School room on the other side of the park to be brought back into community use. Community space is very limited in Fishponds especially as one of the churches has closed.

Hannah More School room would be ideal if it had easily accessible toilet facilities, but it is also a listed building and a fully compatible suite - even if it could be funded - would reduce the space greatly.

In addition, access to the original electrical supply, formerly paid for by the Neighbourhood Partnership, from a reinstated toilet block could help power community events in the park.

There is also a lovely new children's play area in the park, which is attracting more families and, as I am sure the Mayor will appreciate, if there is nothing there for children to use when nature calls, it can create real problems!

REPLY:

The public toilet in Fishponds Rd was decommissioned in 2018 and this is not set to be revisited.

The Council has a successful Community Toilet Scheme that offers public access to toilet facilities operated by third parties. The Porto Lounge right outside Fishponds Park is part of the scheme as is JD Weatherspoon - Van Dyck Forum 200m along Fishponds Rd.



LIBERAL DEMOCRAT QUESTION 5

Question(s) to the Mayor from Councillor Christopher Davies – Knowle Subject: Redcatch Community Garden

Redcatch community garden is surely one of the most successful community organisations in Bristol with hugely popular events, education and environmental work amongst its activities. The park football club is immensely successful with a great range of inclusive teams and a great reputation locally and with the Somerset F A. The development at the park means they need more space.

1 Can the mayor please explain why when these two organisations have come together as a partnership to take over the running and investment in to Redcatch Park Pavilion, despite previous promises his officers have failed to progress the transfer of this asset long neglected by the council and give an assurance that this will be progressed without further delay.

2 We are aware that the Knowle West Health Association is not seeking to renew its lease on part of the Northern Slopes which is now within Knowle ward. Redcatch community garden, with their great record on volunteering, community involvement and a great sustainable model are the ideal organisation to take over. Can I get an assurance that the rumours about building on this much valued land are unfounded and that ward Cllrs will be fully consulted on the future use?

REPLY:

Q1.

The Sports Asset Transfer project has been paused after the expression of interest deadline in March this year as we didn't have the resources needed to take it through to the next stage. Applicants have been made aware of this.

We have committed new funding to now move the project forward and we are in the process of contacting applicants to discuss their application in more detail.

Q2.

With the departure of Knowle West Health Association from the Springfields Allotment site we have received a number of approaches from community groups. We envisage that the site will provide additional individual allotments plots and we will take forward an expression of interest process for food growing related activity in the vacated buildings and on the surrounding land.

The Council has no plans to build on this site.



GREEN QUESTION 6

Question to the Mayor from Councillor Emma Edwards, Bishopston & Ashley Down Subject: Street issues

While the council has a comprehensive system for residents to report street issues, such as blocked drains, road issues and refuse collection; quite often we hear that issues are reported, then marked as 'resolved' on the system, when in fact, the issue has not been resolved.

It is usually at this point that the issues are reported to councillors to investigate further, which adds an unnecessary workload to officers. There is also a worry that this trend affects evaluations and targets of how well council services are performing.

1. How can we ensure that issues marked as resolved on the system have actually been resolved without residents having to contact their councillors or go through a complaints procedure?
2. When contractors mark an issue as resolved, are there any systems in place to check that this is in fact the case and that the work has been sufficiently carried out?

REPLY:

Q1.

When residents report an issue with the street via the website they are using a system called Fix My Street. These issues are automatically registered on our asset management system, triaged and sent to the appropriate team. Within Highways, when an issue is sent to the contractor and the contractor completes the work, this automatically closes the job on the asset system and then advises the member of the public that the issue has been fixed. In most cases this works well.

However, we found that when a job is suspended or returned by the contractor this can also send a 'fix' notification. We are taking steps with the Developer of the Fix My Street software to resolve this issue and I have set a target for this work to be completed by the end of January. We recognise this is an important service, but Fix My Street is an independent website so we're not in a position to promise about their development deadlines.

Also, previously, a fixed notification would be sent when the issue was passed to another team that wasn't on the asset management system or an outside organisation (in the case of manhole covers for example). However, this has been rectified and the member of public is given a more detailed explanation of what has happened.

If you have any specific examples, these be shared with Highways directly so they can be investigated.

Q2.

If works have been undertaken by the Council's contractors these are checked. If they are undertaken by utility companies, these are randomly checked by the Streetworks team.





CONSERVATIVE QUESTION 6

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

Subject: Case for Accelerated CCTV Installations In Henbury & Brentry

1. I very much appreciated the Mayor's request to bring forward the February 2022 timeline for this safety and security equipment. Since the last Members' Forum, the wanton vandalism of bus stops and incidents of physical intimidation have continued undeterred and undaunted. Please can he intervene again to try to get some CCTV coverage for Crow Lane?
2. Similar problems of anti-social behaviour also plague Station Road. Please can we have some surveillance installed there as well as a matter of urgency?

REPLY:

Q1.

I have asked officers to accelerate this work. The infrastructure that was previously used is no longer available and so needs to be renewed. The lead-in time for acquiring CCTV equipment is still to be confirmed, and I'll write to you with an updated timeline when this is confirmed.

Q2.

In order for a CCTV solution to be approved for Station Road, this needs to be included within an anti-social behaviour community safety problem-solving plan, funding needs to be identified, and analyses of privacy impacts and local consultation must be completed.

Although we are aware of anti-social behaviour work taking place with families associated with issues on Station Rd, we have not been made aware that CCTV has been included in the problem-solving plan or that a CCTV budget has been identified.

However, I have asked officers in our Civil Contingency team to consult with the Anti-Social Behaviour team to ensure they are considering the use of CCTV within the problem-solving plan for Station Road.



GREEN QUESTION 7

Questions) to the Mayor from Councillor Heather Mack, Lockleaze
Subject: Street changes

Residents of Lockleaze are very concerned about issues with dangerous driving in our ward, we are already working with police and using s106 money to deal with some specific problems, but this and CIL is not enough. We need significant changes to the roads to deal with the issue.

Questions:

1. What options do local councillors have to make these changes in our wards?
2. What funding pots are available for these changes?

REPLY:

Q1.

You can take your concerns to the Area Committee where CIL can be allocated against it, to be considered for action. You can also identify road safety concerns on Fix My Street for the transport team to consider.

Q2.

As you highlight, Section 106 funding is made available for the mitigations of developments, but this would not specifically encompass “dangerous driving”. CIL therefore would be more appropriate to use on traffic calming measures. The allocation of CIL funding is a decision for local councillors to make as part of the Area Committee process.



CONSERVATIVE QUESTION 7

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

Subject: Vandal-Proof Bus Shelters

1. I understand there are various designs of next generation bus shelters on the market which, given the expense of repeated repairs – can be a cost-effective alternative to cheaper but vulnerable glass replacements. Where the Authority has any direct responsibility or influence in these matters, will the Mayor look at utilising these new systems particularly at sites prone to repeated acts of criminal damage?

REPLY:

If glass panels in a shelter are being smashed on a very regular basis, consideration is given to replacing these with an alternative material such as poly-carbonate panels. This is not our preferred course of action, as poly-carbonate is less environmentally-friendly than glass (and more expensive), deteriorates more quickly creating a cloudy, less transparent finish, and if smashed can create jagged-edged holes through which passengers could injure themselves. A further alternative of a metal mesh material could also be considered, but this would require considerable, additional financial investment from the Council. This is unlikely in this year's budget.

It is standard procedure for all new shelters to be installed with glass panels because, in our experience, new shelters tend to incur less damage than older ones and their more attractive appearance helps to enhance the overall passenger waiting environment.

Where possible the Council liaises with Avon and Somerset Police to try to secure convictions and compensatory payments against individuals charged with causing damage to Bristol's bus shelters.



GREEN QUESTION 8

Questions to the Mayor from Councillor Jenny Bartle, Easton Subject: Liveable neighbourhoods

I have had many residents in Greenbank and Whitehall come to me asking what they can do to make their neighbourhoods better for walking and cycling. 4 groups of these residents put in CIL bids along these lines.

I was told by the transport team that I should not take these bids forward because they would be delivered better within the context of a full liveable neighbourhood plan.

I would like these residents to be able to develop their ideas with council officers, which our transport member has said they will be able to do by using a handbook he will deliver.

1. When can we expect the handbook?
2. What should keen residents do in the meantime whilst waiting for the handbook?

REPLY:

Q1.

Our manifesto commits us to two Liveable Neighbourhoods pilots. We are on track to deliver these in the term of the administration, starting with a pilot in St George.

In terms of a handbook, this is something we consider as a cross party piece of work. This could be something OSMB may wish to look at, but that is a decision for OSMB.

Q2.

Councillors can continue to apply for funding for road safety interventions through the Local Area Committee process.



CONSERVATIVE QUESTION 8

Question(s) to the Mayor from Councillor John Geater (Avonmouth & Lawrence Weston)

Subject: Cost of Road Repairs

1. With Winter fast approaching this is likely to be an increasingly prominent issue, is the Mayor able to supply me with a broad average cost and estimated durability of a pothole repair in the city?
2. Can the Mayor also provide the latest set of figures available on the cost to the Authority through its insurers of settling successful vehicle damage claims caused by poor road surfaces?

REPLY:

Q1.

There are a number of factors which can greatly affect the cost of repairing a pothole, notably the type of road and the location of the defect which will inform the type of traffic management needed which is often the greatest cost.

Over the past seven months we have repaired 3526 defects of which 1117 are potholes. Over this period we have spent £474,297, therefore the average cost of repairing a defect including potholes is £134.50.

Pothole repairs are permanent repairs and not temporary. All permanent repairs are guaranteed for one year (standard) but will last much longer. If the repair fails, this is the responsibility of the contractor to repair at their cost.

There are occasions that due to the nature of the defect, location, impact to traffic and buses or larger works are required an initial temporary fix is made to protect the authority from claim followed by a more planned repair.

Q2.

The total number of claims settled in the past 12 months relating to vehicles damaged by highways defects is 18 and the total payments made are £11,509.22.



GREEN QUESTION 9

Questions to the Mayor from Councillor Tom Hathway

Subject: HMO planning permission

Data gathered by Action for Balanced Communities (ABC) shows that the number of family homes in Bristol granted planning permission to convert to HMOs over the last 5 years has almost doubled compared to the 5 years before that.

The new HMO SPD identifies harmful concentrations of HMOs in an area, and can be used to refuse applications to convert family homes to HMOs, but this is only effective if an application is raised.

We also know family homes are also being converted without planning permission, and that most of these conversions are concentrated in areas of the city where it is most profitable, leading to families being squeezed out of areas of the city. During this same time period, the number of full-time planning enforcement officers has dropped from 6 to 2.5.

1. Given the increase in development applications in the city, can resource be reallocated from the fee for these be redirected towards enforcing planning standards?
2. Can the council require a landlord applying for a HMO license to provide proof of planning approval for that HMO?

REPLY:

Q1.

The planning enforcement function is wholly funded by planning application income. A reduction in application income and an increase in application workload (due to nationally set fees not covering the cost of processing small applications) has meant that the enforcement team has had resource moved to the application processing teams during the last 18 months.

From monitoring our performance in this area, additional resource has already been moved back into the enforcement team in order to re-balance the teams and to improve enforcement performance.

We have been collating complaints regarding alleged new HMOs and, while some action has successfully been taken against these, the additional resource will be directed towards prioritising these cases early in the New Year.

Q2.

The Council cannot require a landlord applying for an HMO licence, to provide proof of planning approval for that HMO. The legislative regimes for HMO licensing and planning are separate. Therefore, not having planning permission is not a reason for refusing to grant an HMO licence.



CONSERVATIVE QUESTION 9

Question(s) to the Mayor from Councillor Kevin Quartley (Bishopworth)

Subject: Planning Enforcement

1.Can the Mayor supply a comprehensive list of performance indicators for this area of local authority responsibly?

2.How do the latest figures available for this team compare with Service Targets?

REPLY:

The Key Performance Indicators that the Council uses to measure performance for planning enforcement are set out below, along with the performance to date (Q2) in 21/22. It should be noted that the KPI relating to formal notices is more of an indicator than a hard target, as this allows us to take a view as to how many cases are leading to the serving of formal notices.

Title	+/-	2021/22 Target	Progress at Q2
% of enforcement complainants informed of likely course of action within 28 days of start date	+	85.0%	70.1%
% enforcement cases closed (no breach occurring) within 20 working days of complaints received	+	68.0%	34.9%
Percentage enforcement cases closed (where a breach is identified) where formal notices were served	+	10.0%	3.8%

Polarity

+/-

Shows whether a higher or lower figure is preferred for this specific measure i.e. do we hope to see a bigger/increasing or a smaller/reducing number

GREEN QUESTION 10

Question to the Mayor from Councillor Tessa Fitzjohn, Bedminster Subject: Parking issues in Bedminster

Bedminster residents have two major planning applications to consider, which are linked by the fact that the monies produced by the sale of one will fund the other.

An additional sporting hub as part of the Ashton Gate stadium, providing opportunities for world class basketball plus training for young people. The only real opposition from Bedminster residents to this new initiative concerns the fact that it will increase cars into the area, and therefore excessive parking problems, match day parking is still a major issue.

1. What can the current administration recommend to allay residents' fears, now that we hear that traffic calming methods such as residents parking zone or creating Low Traffic Neighbourhoods have been written out of the Council's plans?

REPLY:

We committed to piloting 2 Liveable Neighbourhood pilots, starting with St George. RPZs do very little to reduce car usage and actually encourage it. Our direction of travel is delivering the mass transit system, delivering the bus deal, and increasing active travel. Focussing on RPZs is not delivering modal shift.

We are also initiating a full review of Residents Parking Zones regulations and charges.



CONSERVATIVE QUESTION 10

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

Subject: Financial and Practical Costs of Changes to the A37/A4018

Plans for the A37 / A4018 transport corridor – including changes to the No.2 bus route from Stockwood to Cribbs Causeway - will without doubt cause increased congestion both during the construction phase and after the work has been completed.

1. Can the mayor advise the total estimated cost of this scheme please?
2. The project includes the closure of the Hengrove Lane junction with Wells Road. Has an impact assessment been carried out on the consequential increase in traffic volumes on residential roads in Stockwood Ward, particularly as a result of the no - right hand turn at Wells Road to West Town Lane?

REPLY:

Q1.

The scheme is currently out to public consultation and this will likely result in changes to the scheme. Costings will then be made to inform the Outline Business Case that will be submitted to WECA for funding.

Q2.

The proposals in the consultation include the banning of some movements at the West Town Lane/Wells Road junction.

Counts at this junction were carried out in Autumn 2020, the movement from Wells Road to West Town Lane had circa 60 vehicles an hour in a morning peak period and 80 in the afternoon peak.

The banning of these movements are proposed to facilitate the installation of pedestrian crossing facilities at the junction, which has been a long-standing request of the local community and specifically requested during the early public engagement on the corridor.



GREEN QUESTION 11

Questions to the Mayor from Councillor Barry Parsons, Easton

Subject: Sports facilities / Warden service

Sports Facilities Transfer

I'm supporting a partnership of local community organisations to apply to the council's Sports Facilities Transfer programme for Netham Park pavilion and sports pitches. The partnership submitted an expression of interest before the deadline of 31 March this year. They were told they would hear by early summer whether they would be invited to submit a full business case with a view to signing a lease in February 2022. They are still waiting.

1. When will they receive a response, and what is the expected timetable for completion of the Sports Facilities Transfer programme?

Council housing warden service

There are a number of council housing schemes in our ward which were originally built in the 1970s as warden-assisted homes for elderly residents. Over the decades, the live-in wardens have been withdrawn. Additionally, new residents are now accepted in many blocks from age 50. Some younger residents have complex support needs including substance misuse.

The absence of on-site support and the conflicting lifestyles of people with very different needs has left many residents vulnerable and scared to leave their flats. The mutually supportive communities which these blocks were designed to foster have been shattered, replaced by a patchwork of individualised care and support arrangements that often don't meet the needs of residents, who have become more and more vulnerable to isolation – made worse during the pandemic – and incidents of antisocial behaviour and cuckooing. Both residents and professionals tell me that a restored warden service would significantly reduce these negative outcomes and associated costs.

2. Will the administration consider restoring a full warden service to these blocks?

REPLY:

Q1.

The Sports Asset Transfer project has been paused and the applicants have been advised of this. The project is still very much alive and we have committed funds to complete it and transfer assets. We have been delighted by how many applicants have come forward under this administration's exciting innovation. The Sports Development Team will soon be contacting applicants to discuss their application in more detail.

We have more than one application for the Netham facility so it is important for all applicants and the community that we move forward in the right way.

Q2.

A review of sheltered housing provision has been identified in the [HRA Asset Management Strategy 2021-2026](#). This is covered in Section 3.3 of the strategy.



CONSERVATIVE QUESTION 11

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

Subject: Longer Term Impact on Bus Patronage Post-Pandemic

First Bus estimates that bus patronage will return to only 80% of pre-covid levels post-pandemic.

1. Given this, is it sensible to spend vast amounts of public money on remodelling the No.2 bus route when the effect will be to cause misery and frustration for motorists both during the construction phase and afterwards?

REPLY:

The central aim of the Government's National Bus Strategy is; 'to get more people travelling by bus – first, to get overall patronage back to its pre-COVID-19 level, and then to exceed it. We will only achieve this if we can make buses a practical and attractive alternative to the car for more people.'

This is the explicit aim of the A37 corridor proposals, and by improving the bus service provision in this way we can reduce congestion and improve our local air quality.



GREEN QUESTION 12

Question to the Mayor from Councillor Martin Fodor, Redland

Subject: Street issues

Across the city there are traffic speed issues and projects pending that will improve road safety, mobility access, pedestrian and cycle safety, and enhance quality of life. Projects are slow to be drawn up and even slower to implement.

1. What can be done to reduce delays to highway safety and access schemes across the city?
2. How can closer working between highway engineers and communities be supported?

REPLY:

Q1.

Can you write to me with what delays in highways safety and access schemes you are referring to?

Q2.

Communities can engage with highway engineers and officers through the area committees – local councillors can facilitate this and help communities navigate this process.



CONSERVATIVE QUESTION 12

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

Subject: Empty Council Properties (VOIDS)

1. Can the Mayor tell me the number of empty council properties (with the figures broken down into houses and flats) or those on which no rent is being paid at the latest available date and the corresponding figure for 2 years ago?
2. Can you also give the corresponding figures for rent arrears (and the number of tenancies involved) for the same two comparative dates above?

REPLY:

Q1:

Dwelling Type	02/11/2021	02/11/2019	Difference
Bungalow	12	14	-2
Flat	129	219	-90
House	60	104	-44
Maisonette	13	15	-2
Total	214	352	-138

Q2:

Date range	Nov-19	Nov-21	Difference (19-21)
*Number of current tenants in arrears	10,557	10,526	-31
Total amount owed	£ 7,440,199	£ 8,348,522	+£908,323

* Current standard accounts from period starting 2019 November to period ending 2021 November.

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

	Name	Subject
CS01	Councillor Ed Plowden	Discontinuation of Hillcrest School's School Crossing Patrol on Wells Road
CS02	CLlr Katy Grant	Avon Pension Fund Investments
CS03	CLlr Andrew Varney	Scrap the Mayor
CS04	CLlr Jos Clark	A4 Consultation
CS05	CLlr Alex Hartley	Waterfront Square Plans
CS06	CLlr Gary Hopkins	Asset Transfers

CS01

Members Forum statement from CLlr Ed Plowden

Subject: Discontinuation of Hillcrest School's School Crossing Patrol on Wells Road

I am very concerned by the proposal to save a miniscule amount of money by discontinuing the School Crossing Patrol on the Wells Rd.

Whilst I agree that most engineered crossings do not need a patrol, this site is an exception as was recognised in 2017, being by far the busiest crossing with a high proportion of HGVs and a high number of road users not respecting the lights.

There was a substantial outcry from the local community when discontinuing this site was last proposed and in the end the post was continued for two reasons – firstly the very strong local feedback and safety concerns, and secondly due to the fact that at this site there is a PV2 (i.e. volume of pedestrians and especially vehicles) that is so high that it is a significant outlier. For these reasons it was decided not to apply the policy and make an exception for this one site using this evidence. There was no backlash to this decision from other sites.

As a former parent and Chair of Governors at Hillcrest School I have personally witnessed many incidents of appalling and unsafe driver behaviour at this site, even when patrolled. I note in the November members forum that [CLlr Graham Morris \(Conservative Question 13\)](#) is concerned by a significant increase in HGV traffic on the A37, perhaps due to displacement caused by the Bath CAZ. The Mayor's reply indicates that there is no monitoring taking place, so this SCP decision can not be said to be based on evidence, unlike the decision NOT to discontinue this site and make an exception here.

I am astonished that Bristol's Labour administration have decided to end protection for this crossing without the slightest form of communication or consultation, for example via the School's newsletter. This could also have been used to try and recruit a replacement when the last officer, Paul, retired after an impressive 17 years of service. I am sure that if this is now undertaken then you will receive a clear message to maintain this site.

For all these reasons I fully understand the local concerns and urge that this decision is reconsidered.

CS02

Members Forum statement from Cllr. Katy Grant

Subject: Avon Pension Fund investments

In the wake of COP26, it is more urgent than ever that we accelerate the city's commitment to net zero. A really significant contributor to this consists of where funds are invested. The Avon Pension Fund, where Bristol City Council's staff pension investments are held, has made some commitments in recent months, but still holds 3% of its funds in fossil fuels. This amounts to many millions of pounds.

Bristol City Council declared the first climate emergency in 2018, and should be leading the charge on divestment. Instead, we are under-represented on the committee and to date have led no advocacy among other members for accelerated, meaningful divestment. As a C40 city, this is inexplicable, and needs to be addressed with urgency.

CS03

Members Forum statement from Cllr Andrew Varney

Subject: Scrap the Mayor

Back in September 2018 I came to City Hall for the very first time. It was on the occasion of the Extraordinary Full Council Meeting to discuss the location of the Bristol Arena and I made my first speech from the Public Gallery.

In my speech, I pointed out that a city centre location would be a lot more sustainable than an out of town one. It would promote public transport and active travel, it would boost tourism, it would support the city centre economy and it would provide much needed employment opportunities for South Bristol, so often overlooked.

Pretty much everyone who spoke cited Temple Meads as their preferred location. Members of the public wanted Temple Meads, our local MPs wanted Temple Meads and Bristol city councillors overwhelmingly wanted Temple Meads, as we saw in the subsequent vote.

Yet the very next day the mayor completely disregarded the wishes of the people of Bristol and cancelled the city centre arena. It was pretty clear the mayor had made up his mind well before the Emergency Full Council meeting so the whole occasion had been a complete waste of everyone's time.

Of course, under the directly elected mayoral system, the mayor was absolutely entitled to do so and that is why the mayoral system is so wrong. It puts too much power into the hands of one person, who can ignore debates, motions and votes in full council and who can make decisions behind closed doors with unelected city elites who face no scrutiny or accountability. And when the decisions are bad ones, as is so often the case with this current incumbent, there is nothing we can do about it.

And well over three years later, what has happened at the Temple Meads site? Absolutely nothing. We have a muddy marsh with two expensive bridges to nowhere. What a fitting metaphor for a mayoral system that has delivered so little for Bristol and wasted so much money.

The motion to be debated later this evening proposes giving Bristolians a chance to have their say on the mayoral system following the ten-year experiment. I would urge all councillors to let the people of Bristol have their say. It's time for a people's vote.

CS04

Members Forum statement from Cllr Jos Clark

Subject: A4 Consultation

It is no surprise to say that Brislington West residents are understandably anxious to find out what is being proposed along the A4 corridor and the former Brislington Railway Line, known locally as the Brislington Greenway or in the City Transport Department as the Callington Road Link.

Many residents took the opportunity to get involved in the consultation this summer. We are now approaching the end of the year and again local people are asking us what is happening. Cllr Varney and I told residents that we would be able to give them an update after a councillors' briefing, which was due to take place on Tuesday 30th November 2021. Unfortunately, at very short notice and without any real explanation, the meeting was cancelled, to be rearranged on an unspecified date. This leaves all of us in limbo and makes our residents wonder what is going on behind closed doors. In the spirit of transparency this meeting needs to be rearranged as soon as possible.

However, we are grateful for Cllr Cheney's response to Cllr Varney's question at Member's Forum on 9th November 2021, when Cllr Cheney was deputising for Mayor Rees. Cllr Varney asked for a public confirmation that the Brislington Greenway would not become a road as part of the A4 alterations. Thank you Cllr Cheney for stating for the very first time on the record that the long-planned road scheme has been scrapped. This is testament to the success of the Brislington Liberal Democrat's 5-year campaign opposing the Labour council's Callington Road Link.

Local residents have repeatedly told us that they want an active travel route along the former Brislington Railway Line, which will encourage more people to walk and cycle, rather than building more roads, which only serves to divide communities with more congestion and more pollution.

CS05

Members Forum statement from Cllr Alex Hartley

Subject: Waterfront Square Plans

I would like to formally register the displeasure of the residents of Hotwells & Harbourside over the recently published plans for Waterfront Square. Echoing Historic England, many people I have spoken to in the surrounding area feel that the building plans lack the ambition necessary for such a prominent site. I would like to further add the highly irregular process, with the Mayor keeping the design entries secret, rather than making them public. I would encourage all members of the planning committee's to look at all of the objections to the plans, and to reject the application itself.

CS06

Members Forum statement from Cllr Gary Hopkins

Subject: Asset transfers

Two of the most successful community organisations in the city are based in Knowle ward. The Redcatch community garden and the Park Football Club.

They formed a partnership to take over and manage the Pavilion in Redcatch park. They have the assets, skills and community support to make a great success of what has been a failure by BCC.

The long drawn-out process has ground to a halt because the council apparently do not have the legal capacity to complete the transfer.

By contrast Jubilee pool is set to be transferred to the excellent friends of jubilee pool. They have huge support and pro bono professional backing. This Bcc are demanding must complete in a few months and there is then the ludicrous demand for a share of profits which are needed for investment.

Parkwood are working closely with the friends and there is record membership and full sessions. They are making monthly profits but despite promises Bcc has failed to agree the extension after March 22 needed to bridge the gap until the transfer can complete.

Can the mayor please get his act together on these two issues.