

Member Forum

17th March 2020

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.
- If a councillor has submitted 2 questions on 2 separate topics, they may ask both of their supplementary questions on just one of the topics if they so wish, or may ask one question on each of the 2 separate topics. All supplementary questions must arise directly out of the original question or the reply.
- 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 Ruth Pickersgill

Subject: Disability discrimination

The 1990s saw the outlawing of disability discrimination, and these new rights that were later incorporated into the 2010 Equality Act. From that point on, David Cameron's and successive Tory governments have sustained an unbelievable attack on disabled people's living standards starting with the bedroom tax, so called "fit for work tests", the ending of Disability Living Allowance and the introduction of PIP through to Universal Credit, leading to many disabled people living in poverty and struggling to make ends meet. The Centre for Welfare Reform calculated in that disabled people have endured nine times the average burden of austerity cuts, rising to 19 times the average for those with the most serious conditions, and last year, 4 million disabled people were living below the breadline. Two years ago the United Nations released the findings of an inquiry into 'state-level violations' of the human rights of disabled people in the UK concluding that this is a "human catastrophe" as disabled people are now disadvantaged in employment, housing, education and social security.

Many disabled people in Bristol are now struggling to afford daily essentials and are excluded from public life and opportunities to influence policy due to the cost of transport, the lack of interpreters, assistance support and accessible information.

1. I know that Cllr. Holland has been really proactive in seeking the views of disabled people and championing their right to choice and control, but is struggling with a wholly inadequate budget and the need to cut further services we continue to face the consequences of ten years of national austerity. What else can the Mayor do to ensure disabled people are part of the decision making processes in the City, and to ensure that tackling the inequality they face is central to all strategic planning, and what more can he do to challenge the on-going attack of this Government on their rights and standards of living?

REPLY:

We commission the Voice and Influence Partnership to include disabled citizens and other equalities groups in local decision making. We also commission The Listening Partnership to seek the views of young people with special educational needs or disabilities.

Our External Communications and Consultation Teams are currently developing an Accessible Communications Policy which aims to ensure disabled citizens are more engaged and responsive to our communications, campaigns and consultations. We are also preparing to pilot participative democracy methods and will give specific consideration to the representation and inclusion of disabled citizens as part of that process.



We provide £3,000 annually to Bristol Physical Access Chain. The group members have an extensive knowledge of building regulations, planning and highways and have tested many public buildings for accessibility.

Increasing representation of disabled people within the Council is a priority. We are committed to removing the invisible barriers which can prevent people from becoming part of the decision making processes in the city.

There are several initiatives to support disabled staff, these include training for managers on reasonable adjustments and the assignment of a peer navigator to new staff, and talent management opportunities on the Stepping Up leadership programme and Project Bristol internships.

Internal initiatives to support BCC staff:

- Last month we launched the Peer Navigator scheme pilot. The scheme will support Managers of new employees as they join the Council. Navigators will provide guidance to ensure any adjustments are made to the work environment in a timely manner.
- Health and Wellbeing Plans will be rolled out in the near future by the Disability and Wellbeing Team.
- Project Bristol, which is a BCC internship programme for young people aged 18-24 with learning difficulties, will be recruiting over the next few months as the current cohort comes to a close.
- The Stepping Up leadership programme has just concluded its recruitment process as over 140 applicants were interviewed for cohort 3. Once again, there was good representation from disabled employees following the 22% of participants in cohort 2.

We are preparing our submission for this year's national Comprehensive Spending Review and will use this vehicle to again press the Government on sustainable, inclusive investment in our cities, local authorities and communities.



CONSERVATIVE QUESTION 1

Question(s) to the Mayor from Councillor Graham Morris

Subject: South Bristol Sports Centre

Q1. To prevent the very real probability of South Bristol Sports Centre becoming insolvent in May, due to delays caused by Bristol City Council, the Trustees of South Bristol Sports Centre first requested financial assistance in October 2019, to which they have never received a reply.

Can you please state the date by which the council will reply?

REPLY:

I was recently at the South Bristol Sport Centre for a Bristol Panthers match and know what an important facility this is for the local community. I'm grateful for your work on this issue and know that you've been a great advocate for the centre.

I am committed that the facility will reopen and trustees will be supported to continue to run it.

As you note, SBSC wrote to BCC on 14 October 2019 saying that they were considering giving up the Lease of the Centre, that they were seeking financial support from BCC after their business continuity insurance concluded on 12 May 2020. However SBSC could only provide a "best estimate" of the expected position from May-October, 2020.

Officers replied on the 12 November 2019 explaining that additional information was needed before we are able to look at options for financial support. This information was supplied by the Trust's auditors on the 9th of March and is now being considered.

During this time, as you know, we have been working with the SBSC Trustees and their operational team to get SBSC reopened in early May 2020.



GREEN QUESTION 1

Question to the Mayor from Councillor Stephen Clarke

Subject: Bristol Airport

The planning application to expand Bristol airport has been rejected by North Somerset's planning committee, and that decision is likely to be ratified at the meeting of the planning and regulatory committee tomorrow night (18 March).

Question:

It is likely that the airport will appeal – in the event of such an appeal, will the Mayor listen to the 8000+ objectors, local MPs from his own party who are against the expansion scheme and many of the people who voted for him in Bristol – by using his status as a major stakeholder to publically oppose the airport's appeal?

REPLY

This is a planning application that is quasi-judicial and the decision has been made by the Planning Committee at North Somerset as they are the planning authority.

Should the applicants choose to appeal North Somerset's decision, the case will be considered by the Secretary of State and then, if appropriate, referred to the Planning Inspectorate.

That decision will be based on planning policy and legal advice, not on yours, mine or anyone else's opinion.

My focus is on delivering reliable, sustainable and low-carbon transport for Bristol including the mass transit system which should have happened decades ago, connecting people to people, people to jobs, and people to opportunity.



LIBERAL DEMOCRAT QUESTION 1

Question(s) to the Mayor from Councillor Tim Kent

Subject: Transport

Bath and North East Somerset Council have now announced publicly that they oppose the building of a road for private vehicles South East of Bristol coming into Whitchurch. At most they will consider a sustainable transport corridor with no private vehicles.

1. Will the Mayor now agree that his plan for a ring road forced onto Whitchurch Lane is dead, that his alternate route for the road is dead and confirm that the South Bristol Ring Road plans have been consigned to the bin?
2. As bus services continue to worsen in our region, with far too many buses failing to turn up when expected will the Mayor agree, as other Mayors around the country now do, that the new Bus Franchising powers should be grasped with two hands and used in this region as soon as possible?

REPLY:

1. Whitchurch is an area for growth of homes and communities. Infrastructure needs to come with this.

The southern orbital route are part of the interim JLTP4. As this is interim these proposals will be revisited and we are already looking at alternatives for the area.

I have communicated this to the residents at meetings. As the plan is not due to be operational for at least 8 years, we will be revisiting the proposals.

2. Bus franchising is a power held by the West of England Combined Authority, of which Bristol is one of the three members. The bus strategy which is currently out to consultation and this is the most appropriate forum for raising suggestions around franchising of services.

Different models for managing our bus network have different risks and benefits and these need to be considered carefully.



LABOUR QUESTION 2

Question(s) to the Mayor from Councillor Gill Kirk

Subject: Buses and transport

First Bus are reviewing the 72 bus route that currently serves the heart of Lockleaze estate and provides a vital link with Uwe, Gloucester Rd and the University. Losing the route would be a huge blow, especially as we are preparing for 800 new homes, and a new secondary school, and are trying to encourage a shift to use of public transport to reduce congestion/ parking pressures and to improve air quality.

The other suggested option of re-routing the 72 on to Wordsworth Rd/ Bonnington Walk will duplicate part of the 24 route and leave other parts of the estate unserved and isolated.

1. Whilst we understand the council has limited influence over commercial bus routes, will the Mayor and the housing delivery team support our efforts to persuade First Bus to retain the current 72 route to serve the areas of new housing development?
2. What more can be done to ensure isolated parts of the city (especially outer estates such as Lockleaze and Lawrence Weston) with low car ownership, are kept connected to the rest of the city by improved public transport routes?

REPLY:

1. We have already provided feedback directly to First Bus about the need to maintain the 72/72a services. However as you note, a deregulated bus service means this is a matter for them and we cannot control. Their consultation is live until 29th March.

2. As our new housing developments come forward I would hope that the routes become viable for operators to run. We want to encourage as many sustainable transport options as possible and improving bus services is a key part of that.

One of the objectives of the Bus Deal is to improve bus services through prioritising measures to improving punctuality and bus journey speeds.

These improvements will both make bus services more attractive to passengers, and make the network more effective and efficient in terms of resources required to deliver the services. This will support the sustainable growth in the network as a whole and maintain and develop connectivity across the city.



CONSERVATIVE QUESTION 2

Question(s) to the Mayor from Councillor Mark Weston

Subject: Planned Improvements to the A4018

Q1. Can the Mayor confirm councillors will be involved in the formulation of any changes or modifications to these design proposals rather than finding out at the last minute?

Q2. When can residents, road users and Members expect the next stage of the plans to be published?

REPLY:

I confirm that local ward councillors will be kept informed as plans develop. I have asked officers to contact you and you received an email on Monday.

Consultation on the A4018 sustainable transport improvements was carried out in early 2019 with the results being reported to Cabinet in June 2019. The results of this consultation, informed the proposal for phase 1 of the scheme, Crow Lane to Charlton Road, which gained Local Growth Fund approval, approximately £3.6m, from the LEP/ WECA in January 2020.

Other than the section from Charlton Road to Greystoke Avenue and the new footpath on the Downs alongside Westbury Road – which also form part of the June 2019 Cabinet report conclusions – all phases will be subject to further consultation with local members, stakeholders and residents.

Further phases of the scheme will be brought forward. Possible sources of funding for future phases could include the Bus Deal and Section 106 contributions from the Filton Airfield development, via South Gloucestershire Council.

The June 2019 Cabinet report can be found at <https://democracy.bristol.gov.uk/documents/s32719/190618%20A4018%20consultation%20results.pdf>



GREEN QUESTION 2

Question to the Mayor from Councillor Paula O'Rourke

Subject: Bike Racks

We've declared a climate emergency and know that there is an urgent necessity to reduce carbon emissions. Fact.

We need to reduce the number of miles travelled by 40% if we are to hit our 2030 target. Fact.

Having more people cycle rather than drive to work and shop will support that target. Fact.

To remove pay and display parking, BCC policy demands that the Council is compensated for loss of earnings for five years. The cost of removing one pay and display parking bay in Clifton and replacing it with 5 cycle racks is £18,000. Fact.

Question:

In light of the need to reduce carbon emissions, will the Mayor review this policy and remove this obstacle to achieving our declared aims?

REPLY:

We are currently working on a Parking Strategy to supplement the Bristol Transport Strategy and issues such as this will be considered as part of that strategy as it is developed and engaged on.

The Bristol Transport Strategy 2019 and the Cycle Ambition Fund supports and encourages cycling in the city as an alternative to car use. The Transport Strategy also recognises that parking income provide valuable funding to achieve the outcomes of the Strategy.

We have to recognise that removal of pay and display parking bays has a financial consequence for the transport budget, and therefore this has to be considered in a strategic and evidence led way.



LIBERAL DEMOCRAT QUESTION 2

Question(s) to the Mayor from Councillor Anthony Negus

Subject: Cotham issues that affect the whole of Bristol

The government has recently announced that it is giving more powers to local authorities to take action on fly-tipping and household waste which are major concerns in Cotham ward. "Household waste is also a problem and makes up nearly 2/3 of fly tipped waste. Currently Local Authorities can only prosecute householders in court but a new fixed penalty notice would be less costly to enforce for local authorities and more proportionate for householders"

1. Has the mayor any proposals for best use of such options and listening to ideas from residents, officers and councillors in scrutiny in order to improve this city's waste and recycling record?

This council decided in 2018 that Cotham School needed two more crossings and set this as a condition to the planning permission for a new teaching block. The cost will be paid by Bristol taxpayers.

The locations for these have been set by BCC highways officers but with no consultation with the school or residents. The indicated locations do not sit along the main routes used by the school's students. Alongside this, two much-needed local crossings in dangerous locations (Cranbrook Road and Redland Road) both associated with schools have been refused funding from strategic CIL.

2. Is the mayor satisfied that procedures have been followed correctly and if his answer is Yes, isn't it clear that they need to be reviewed to deliver the most good, improved safety and Value for Money?

REPLY:

1. A number of measures have been taken in the last 12 months to help identify fly tippers including:

- more consistent evidence gathering by the Bristol Waste Company's fly-tipping collection crews,
- public messaging about providing evidence,
- immediate contact with witnesses by the Neighbourhood Enforcement Team.

The majority of fly tip in Bristol is household waste and householders can and are fined for fly tipping.



In the past 12 months 142 Fixed Penalty Notices (FPNs) for fly tipping have been issued, the majority to residential householders. The fixed penalty for fly tipping was increased to the maximum permitted £400 in May 2019.

The Domestic Duty of Care Fixed Penalty S34 (2A) Environmental Protection Act came into force in January 2019. This enables local authorities to issue a FPN to a person who has failed to comply with the duty relating to the transfer of household waste. This duty has been regularly highlighted in Bristol and forms part of the campaign to tackle illegal waste carriers and 'professional' fly-tippers. One resident has been fined under this legislation and three had their fines suspended due to the extensive cooperation they gave to fly tipping investigations.

In terms of the current legislative limitations for enforcing the presentation of domestic waste we are happy to explore what alternative legislative powers existing or proposed could be used to address issues of concern to members and citizens.

2. This matter was discussed at Full Council in January 2019.

I asked you to set up a meeting with officers, which took place in March 2019.

At this meeting the issues you raised were discussed fully and areas where improvements could be made were identified. Further to this, changes to processes are being put in place to make improvements to wider consultation on planning applications, over and above the statutory consultation.

I am satisfied that all statutory procedures were followed. The school were involved in discussions about the proposals with the project team leading the expansion.



LABOUR QUESTION 3

Question(s) to the Mayor from Councillor Estella Tincknell

Subject: Lockleaze

1. Would the Mayor agree that since 2016 my ward of Lockleaze has started to undergo a significant transformation from a forgotten and neglected part of the city into an area where economic and social regeneration has been a priority?

This includes: securing the future of the Vench adventure playground; saving the local children's centres; supporting the Old Library into a thriving community resource; building 1,000 new homes; securing a new secondary school; investing in Stoke Park, and dealing with hundreds of individual problems.

2. Would he also agree that only a Labour Mayor and administration will have the capacity and commitment to ensure Lockleaze continues to thrive over the next five years?

REPLY:

1. Absolutely – my administration has prioritised those communities of Bristol which have been excluded and overlooked for decades. We've invested in Lockleaze and the results are clear to see:

- Bonnington Walk - 188 homes, with a 30 per cent affordable housing provision. The development will be the largest single site of council houses built in Bristol for 40 years.
- Former Brunel Ford dealership, Muller Road - 32 affordable dwellings and will feature a mix of 2, 3 and 4 bed houses and 1, 2 and 3 bed apartments.
- Branwhite Close - 47 affordable homes and will feature a mix of 1, 2, 3 and 4 bed houses as well as 1 and 2 bed apartments.
- Romney House will provide 268 new dwellings, with a 55% affordable.
- Constable and Crome Road 74 homes, with a 50 per cent affordable housing provision. The development will feature a mix of 2, 3 and 4 bed houses, 2 bed bungalows and 1 and 2 bed apartments.
- Blake site 50 dwellings to help older people with care and support needs to live active and independent lives.

And we have invested in the services and infrastructure for people already living, working and travelling in the area:



Trinity Academy, a brand new £25 million secondary school and sixth form was successfully opened in temporary accommodation on the site of Stoke Park Primary School on Romney Road in September 2019, with year seven students as the school's first cohort. The school is expected to grow year-on year with an eventual capacity of 1,220 students – 180 students per year group as well as a sixth form provision.

We have consulted local residents on improvements to Muller Road, with junction upgrades, bus lanes, pedestrian and cyclist improvements, and more. These changes should maintain or increase road capacity, improve air quality and safety, and enable a greater range of transport options for all. We have agreed terms with Fairfield High School so that a strip of land will be available to enable bus, walking and cycling improvements in the nearby area.

We're also planning to improve an existing historic path in Stoke Park. The path would connect Lockleaze with Jellicoe Avenue at the eastern edge of the park.

The new all-weather path would be more accessible so that more people can easily use the park, such as cyclists and those with mobility scooters or pushchairs.

And in 2020, we will be upgrading bus stops in Lockleaze to bring them up to a modern standard. This will include installing raised kerbs and creating safer waiting areas.

In 2019, we worked in partnership with street art creative organisation [Graft](#) and the local community to give shop fronts around Gainsborough Square in Lockleaze new painted designs. The project was funded through central Government's Estate Regeneration Fund and other developers in the nearby area. The project forms part of the work to regenerate Lockleaze to allow more quality housing to be built.

2. Our ambition to build homes for Bristol isn't shared by the other parties, who take opportunities to vote against our budget which delivers, vote against applications to build affordable homes, vote for council processes to frustrate and delay for political points.

Our commitment is to Lockleaze and previously left behind areas of the city that we will continue to work and invest in you so that you can enjoy all Bristol has to offer.



CONSERVATIVE QUESTION 3

Question to the Mayor from Councillor Lesley Alexander

Subject: Parking Charges at Oldbury Court and Blaise Estate

Q1. Now that the Mayor has his heart set on charging visitors to park at Oldbury Court and Blaise, can he please lay out the timetable for implementing this poorly thought through proposal?

Q2. It is still not too late to change course on this or at least alter these plans. With this in mind, will the Mayor please commit to at least putting in pedestrian friendly infrastructure around the parks in question (such as crossings) to promote safer access for walkers?

REPLY:

1. No decision has been taken at this time.

The results to the statutory consultation are being considered by officers before a recommendation is made to either adopt the plans, amend the plans or drop the proposals.

2. We will be able to advise on a programme once the decision on whether and how to proceed has been made.

The proposal for a regulation order for introducing car parking charges at Blaise and Oldbury was made at the same time as proposals for a regulation order to implement on-street waiting restrictions and highway infrastructure changes.

The latter regulation order was designed to support impacts that could be predicted by an introduction of charging and were derived following a public engagement process to determine need.



GREEN QUESTION 3

Question to the Mayor from Councillor Clive Stevens

Subject: Coronavirus

Given we have now been told that up to 20% of all workers could be off sick at the peak of Coronavirus, what emergency plans are you putting in place to help the most vulnerable?

REPLY:

This is a rapidly developing situation, but we are as prepared as we can be. We have well-established plans in place to make sure the people of Bristol are as safe as possible and looked after.

These plans are part of our national contingency planning arrangements, through which we work closely with other partners and the government. We will all need to be prepared to follow national guidance as it is updated.

Our city leaders are working together with us in what is a developing situation to ensure we respond as effectively as we can for Bristol.

We are reviewing our business continuity plans to cope with a reduced workforce and are anticipating the consequences for different parts of our service delivery and the city

Examples:

- We are building resilience into critical areas of our business, particularly where demand is likely to increase such as adult social care
- We are building resilience into other critical service areas, such as child safeguarding and fire safety in our housing blocks
- We are working with partners to anticipate and mitigate the impact on the city economy in areas such as events
- We are reaching out to the DWP to understand the approach to pay and benefits should people be unable to work
- We are also meeting with key stakeholders from the voluntary and community sector around homelessness, food security and distribution



LIBERAL DEMOCRAT QUESTION 3

Question(s) to the Mayor from Councillor Sultan Khan

Subject: Children's Homes

In light of recent events and a BBC documentary about vulnerable youths in Children Homes being used to carry out illegal activities eg Drug dealing

- 1) How many unregulated youth and children's homes are there in Bristol; are these monitored?
- 2) Are there any records (over the last 10 years) listing: how many children have gone missing from these establishments; abused; Antisocial Activities; Cost of police time and BCC funding?

REPLY:

1. There is a distinction between unregulated and unregistered provision.

Unregulated provision is allowed in law. It is when children (usually over the age of 16) need support to live independently rather than needing full-time care. Bristol commissions or provides a range of supported accommodation for young people. This includes supported lodgings with a host family, shared and self-contained accommodation with either onsite or visiting support.

This type of accommodation is not regulated by an independent body such as Ofsted. It is subject to monitoring and quality assurance measures put in place by the commissioner, in this case the Local Authority. It's also subject to any health and safety premises checks required in Law.

This type of accommodation may be used as a stepping stone to independence, when it is in a young person's best interest. For some young people, it's the right choice as they do not want to live with foster parents or in a children's home. For some unaccompanied asylum-seeking young people this can be the right option too, but not for all.

Unregistered provision is when a child whose being provided with some form of "care" is living somewhere that is not registered with Ofsted. Children in our care under the age of 16 should be looked after in Ofsted registered provision. As such it is subject to independent inspection against the regulatory framework.

2. Bristol City Council is not aware of any unregistered Childrens Home operating in the City.



LABOUR QUESTION 4

Question(s) to the Mayor from Councillor Marg Hickman

Subject: Transport

1. Please can the Mayor confirm how many new bio-gas buses are now operating out of the Lawrence Hill depot, and across the city?
2. Please can the Mayor confirm, compared to non-bio-gas buses in the city's bus fleet, how little air pollution our new bio-gas buses are emitting?

REPLY:

1. There are 99 biogas buses operating in the city, 78 operate from the Lawrence Hill depot and there are 21 operating from the Parson Street depot.
2. Data provided for First by the Gas Bus Alliance shows comparisons between biogas and standard diesel buses as follows:

Well to wheel Greenhouse Gas emissions (gCO₂ eq/km): Biogas: 5; Diesel: 164 (97% reduction)

CO₂ produced (based on 76,000kms per annum) Biogas: 3,800kg pa; Diesel: 98,800kg pa (96% reduction)

Particulates (G/KWH): Biogas: 0.001; Euro 6 Diesel: 0.01 (90% reduction)

NO_x (G/KWH): Biogas: 0.29; Euro 6 Diesel: 0.46 (37% reduction)

As we plan how we transform Bristol's transport, through modernising the network, launching the bus deal and mass transit, we want to encourage partners to take these important steps to make Bristol better for everyone.



CONSERVATIVE QUESTION 4

Question(s) to the Mayor from Councillor Steve Smith

Subject: Support for Shopping Precincts

Q1. The Mayor is accessing support from WECA to support the Bedminster shopping area. Can he please confirm whether he will be spending any of this regional money to support traders in Westbury village?

Q2. If not, can he please explain what matrix was used to prioritise Bedminster over Westbury or other important shopping centres?

REPLY:

1. Each Local Authority was asked to nominate one high street to run a pilot project to be funded from WECA's Love Your High Street Fund.

Scrutiny held a High Streets Inquiry Day was held on 28th Jan, led by Cllr Gollop and Cllr Clarke, part of the day focussed on identifying key indicators that could be used to determine high streets that would benefit from supportive action.

These indicators will be used to prioritise which of our 47 high streets and Local Centres will be considered for future Love Your High Street Funding. Westbury village will absolutely be considered as part of that.

2. The criteria used for selecting the pilot area included; vacancy rate, strategic importance of the high street, availability of opportunity for intervention/change and potential for positive impact on Bristol's most deprived communities.



GREEN QUESTION 4

Question to the Mayor from Councillor Eleanor Combley

Subject: Lift the Ban

Following a law passed in 2002, people seeking refugee status in the UK are banned from working while they wait months, and often years, for a decision on their asylum claim.

Will the Mayor support Bristol City Council joining the national Lift The Ban coalition and commit to play an active role in it?

REPLY:

I'm glad you have raised this. I also share the same concerns that the current asylum system deny people applying for refugee status the right to work. We should allow people the opportunity to contribute to society eg through work and other inclusion activities.

We support Lift the Ban Coalition and this is what we have done so far:

Early last year we formally expressed our support to Lift the Ban to Refugee Action and Asylum Matters, a project housed by national City of Sanctuary who are coordinating the Lift the Ban Coalition.

We raised the issue with other Core Cities. Initiated a joint letter from Core Cities sent to the Home Secretary on 30th May 2019.

On 31st May 2019, I contributed a blog about Lift the ban which was published on Core Cities website: <https://www.corecities.com/publications/it-time-lifttheban>. This was also complemented by social media and PR work by my team and Core Cities.

On 12th June 2019 we received a response from Minister of State for Immigration without giving any clarity on Government's position on the right work. On 6th August 2019, I again wrote to the new Home Secretary about concerns raised by Lift the Ban Coalition.

I also had the opportunity to meet people with lived experiences to hear their stories.

Recently my team met with students especially from University of Bristol's Students Action for Refugees and Amnesty Group who are raising awareness about lift the ban and collecting signatures for a petition locally.

We support Lift the Ban Coalition and if there are any suggestions of what we can do together, we welcome them.



LIBERAL DEMOCRAT QUESTION 4

Question(s) to the Mayor from Councillor Gary Hopkins

Subject: Parks

Paignton Park will be fully operational shortly. It will have a children's play area, pathways benches trees and shrubs, and will be occupy the middle third of a previously grassed area that also now features a newish school playing field, for the 700 pupil Knowle Park Primary School that previously had no playing field, and a small development of shared equity housing. The extra funds from the sale of the land to the housing association have funded parks improvements locally and around the city.

1. Will the mayor agree that the new uses of this land are a considerable benefit to the community and that this has been a great example of a positive outcome for the parks and green spaces strategy?
2. Will the mayor thank the people of Knowle for supporting the positive vision that has not only improved the area but benefited the Councils parks budget?

REPLY:

The investment in Paignton Park is very welcome and supports the delivery of the Council's minimum standards for the provision of children's play areas - adopted by the Parks and Green Space Strategy. Hopefully residents and children will benefit for years to come from this new facility.

We value the community support we receive for our parks and green spaces across the city through park groups, community organisations, residents and volunteers. They deliver significant benefits locally and citywide and this project is an example of that.



LABOUR QUESTION 5

Question(s) to the Mayor from Councillor Harriet Bradley

Subject: Child-friendly and age-friendly city

I enthusiastically endorse the aspirations in Cllr Helen Godwin's motion to make Bristol a child-centred and age-friendly city. Her work on the Children's Charter has been inspirational. These are important objectives for all our citizens.

In my view, an important way to secure these objectives is making our roads safer, by curbing dangerous driving and addressing parking on the pavements which force parents and children, buggies, mobility scooters and frail elderly people to walk in the roadway.

Over the four years I have represented Brislington I have had lengthy discussions about road safety measures, such as traffic calming and RPZs in many parts of the two Brislington wards: the Hungerford Estate, Broomhill, Arnos Vale, Wick Road and Newbridge Road. The answer from officers is always the same: while the measures are desirable there is no money for them. While CIL money can be used, there is simply not enough of it in many areas.

1. I therefore ask the Mayor and Cllr Kye Dudd if they would consider putting aside a pot of money specifically to support the installation of traffic calming measures and deterrents to pavement parking and work with Avon and Somerset police to curb these life-threatening practices.

REPLY:

I also endorse the aspirations and we hosted an international conference on children's rights in the built environment in November.

Our One City Plan already has a goal for Local shops, street and community spaces to be 'age friendly' and accessible to all. This ties into our efforts to address the Climate and Ecological Emergencies that we have declared, and our target of zero people killed or seriously injured on our roads by 2040. If we are going to meet these challenges we need to develop transport schemes that take all these issues on board.

Officers have been looking at best practice elsewhere and have recently undertaken training in taking a Healthy Streets Approach to the development of transport schemes. They are now looking into how this could be achieved here.

There is already a budget available for road safety schemes to address the highest priority sites across the City.



The government has just indicated that they will be looking into pavement parking and how to manage it, we will await any guidance.



CONSERVATIVE QUESTION 5

Question(s) to the Mayor from Councillor John Goulandris

Subject: Bristol Energy

Q1. Whilst it is appreciated this subject is to be covered by an extraordinary meeting of Council, does the Mayor still believe – on balance – that this commercial enterprise represents a suitable or sensible use of taxpayers money?

Q2. Is the Mayor able to state the limit of financial support he is prepared to extend to the energy company and guarantee that this limit will not be breached?

REPLY:

1. This company was initiated in 2011 by the Lib Dem administration and set up in 2015 under the previous mayor, with the Conservatives holding the finance portfolio.

I do not think the energy market was a sensible one to get into, but we have to be responsible with where we are and what we inherited.

2. This is not an agreement to put more money into the company.

The recent cabinet decision was for money already earmarked brought forward. We have not increased the overall investment envelope.

We are awaiting a report by our advisors and we will keep scrutiny updated as we make any decision.



GREEN QUESTION 5

Question to the Mayor from Councillor Martin Fodor

Subject: School Streets

I welcome the focus on safer school streets and look forward to implementation around the city.

There are many schools with notorious traffic problems from both rat running near them and the school drop-off/pick up jams that affect local roads around them. If we want active travel to school and less pollution exposure for children we need safer streets and less driving on approach roads.

Q: What procedure is there for further school streets to be introduced and how can parents, local residents and councillors get these developed in the near future in more sites?

REPLY:

Schools that were interested in getting involved were asked to submit an expression of interest last summer. An assessment criteria was used to choose schools who had tried almost all of the options available to them from the school transport engagement programme.

These free options are still available to all schools. They help to reduce school vehicular traffic, increase sustainable modes of transport and increase physical activity in students. If schools want to get involved in school streets then they need to ensure they have signed up to and tried most of the measures below to be considered.

- Modeshift STARS - officers develop school travel plans, deliver school gate events, active travel breakfasts, offer school grants for scooter pods/ cycle parking, organise walking buses and offer bikeability sessions, scooter training, assemblies and help schools develop 5 minute walking maps and park & stride etc.
- No Idling Campaign - offers schools clean air assemblies and activities within schools in the week leading up to a Clean Air Champion event. This is where adult volunteers are trained as Clean Air Champions and ask motorists who are stationary for over a minute to turn off their engines.
- Team of School Crossing Patrols who help children and carers to cross the road outside many schools in Bristol.
- Pavement Professors aimed at KS1 helping children to learn to cross the road safely. Parking buddies to help ensure drivers park sensibly outside of schools and not on pavements and 'Show you care, park elsewhere' banners.

The initial pilot of school streets started in June and so far two schools have benefited from the project with a 4 further school planned over the next 2 years.



LIBERAL DEMOCRAT QUESTION 5

Question(s) to the Mayor from Councillor Chris Davies

Subject: Broadwalk

Broadwalk is a very nice tree lined road with wide grass verges either side of the pedestrian footpath on both sides of the road. Over recent years, despite efforts by Councillors supported by local police, there has been much to the anger and dismay of many local residents instances of people driving over and parking on the grass verges and now instances of tarmacking over the publicly owned land for private parking.

Houses already have driveways and available parking.

Local Cllrs have constantly raised the issues with council Officers and most recently had a meeting with a more senior Estates Manager. Whilst there was clearly a recognition of the local concern there has, as yet, been no response in terms of an enforcement plan.

1. Will the mayor now provide his full backing for effective enforcement action to protect this public land for our citizens and return the tarmac Ed areas to grass?
2. Given that 90% of the properties are privately owned does the mayor consider that it might be more appropriate to transfer the land to another department and not have the HRA bearing the cost of the maintenance of this much loved public amenity?

REPLY:

1. Landlord and Housing Services continue to work to ensure HRA land is used appropriately. The service has invested significant officer time pursuing this matter. Work is taking place to determine the extent of the issue and also the legal enforcement action which is available to the Housing and Landlord service to enable us to resolve this matter.
2. Landlord and Housing Services will continue to pursue the action for remediation on the HRA land as detailed above and would not look to transfer the ownership of the land.



LABOUR QUESTION 6

Question(s) to the Mayor from Councillor Tim Rippington

Subject: Brislington

The St Anne's area of my ward, Brislington East, has been very isolated since buses stopped running along the Feeder Road some time ago, so it is very good news for the area that Bristol Ferry company are trialling a new commuter service from Netham Lock to Temple Meads and the Centre in April. I'm grateful for the support that the Transport Board has given to help this initiative get off the ground and I hope that perhaps the Mayor will be able to come along and sample one of these journeys at some point.

In addition to this, I have now also been informed that the review I requested of the council-funded 513/514 bus service, which serves Brislington, will take place in the next few months, and will feature a consultation with those it is intended to serve. This is a great opportunity for us to re-link some vital areas in the community such as Hungerford Road and St Annes, and to provide for the first time public transport access to Sainsburys and possible Avonmeads shopping centre as well.

On top of this there has been recent good news about the funding for Bristol East Junction outside Temple Meads, which will help us to make our case for the re-opening of St Anne's station, which is long overdue.

I also understand that the subsidy to the 36 bus service on evenings and Sundays will end this month, with First bus taking over responsibility for running these services again. Such services are specifically mentioned in the new WECA bus survey as being essential to "increase access to entertainment and leisure".

1. Can the Mayor give the residents of Brislington an assurance that if First again try to remove this vital service it will be given priority for subsidy as it meets one of the criteria specifically stated in the WECA report?

Given the recent declaration of an Ecological Emergency in Bristol, can I draw the Mayor's attention to a development taking place on the Bath Road in Brislington, on the site of the old Wyevale Garden Centre. The new owners immediately took steps to cut down trees in the area and burn them. They went on to fully tarmac the area. A planning application is now in which claims that no trees or shrubbery exists on the site – which is sort of true as so much of it has been cut down! Residents and Councillors have repeatedly called attention to what has gone on in this area, but the council was unable to stop the developers from carrying out this destruction of our natural environment, despite the lack of planning permission, until an emergency Tree Protection Order was issued by the authority.



2. Can the Mayor explain what powers the council has to step in to prevent such wanton destruction of the environment and also whether the declaration of an ecological emergency has meant, or will mean, any new instruction being passed on to the planning department to prevent such action by developers happening again; if not, due to limitations on council powers and resources from central government, what additional powers and resources would the Mayor like in order to be empowered to, with the city, tackle the ecological emergency?

REPLY:

1. It would be great to come down to see the ferry service once it starts.

The provision of supported bus services is a function being transferred to WECA on the 1st April. The WECA Bus Strategy consultation has been seeking views on the prioritisation for the allocation of available funding across the region, considering a number of different criteria.

The application of any method of prioritisation will need to be part of the delivery of an adopted strategy but in the meantime Bristol will seek to maintain the network where possible.

The commitments of the Bristol Bus Deal aim to make the operation of commuter bus services more efficient and effective, such that growing patronage supports the further development of the bus network rather than contraction.

2. The declaration of an ecological emergency emphasises the importance of protecting our natural environment and green infrastructure.

The declaration however does not provide us with any greater legislative control in situations where landowners and developers seek to carry out works that might be a breach of planning control. In the situation referred to, the Council and the Forestry Commission have worked together effectively to stop the felling of trees and to require replacement planting that will be protected in future.

Greater legislative power for planning enforcement would always be welcome.



CONSERVATIVE QUESTION 6

Question(s) to the Mayor from Councillor Claire Hiscott

Subject: Consultation on Criminalising Illegal Encampments

Q1 Can the Mayor confirm whether or not he contributed to the recently closed consultation on this proposal?

Q2. If so, will he share his response with all Members of Council?

REPLY:

1. A response was sent to certain questions within the consultation that were relevant to Bristol (i.e. the questions suggesting unauthorised encampments (UAEs) could be relocating to neighbouring LAs that have transit site facilities).

No response was submitted in relation to proposed changes to Criminal Justice and Public Order Act powers as these are used only by the police.

2. Outlined below is the response submitted to questions six to nine in the consultation document relating to the proposals to allow the relocation of UAEs to neighbouring LAs that have transit site facilities.

Our concerns are:

1. It is unreasonable to the Council Tax Payer of the City;
2. It removes the local duty/responsibility on those LA's to provide their own transit facilities, which central government should be funding.
3. The destination of UAEs are often specific to work and/or social needs (e.g. contract for work in the local area or visiting family for christening, illness, bereavements, etc.) Therefore, relocating a UAE adds further inconvenience to the travelling community to move;
4. Increases the risks GRTs experience from being on the road and risks associated with being a UAEs (i.e. LAs are supposed to carry out welfare assessments. This information would need to be passed to the next hosting LA. However, this does not negate the risks the family would run in being pushed back onto the roads to relocate to a transit site).
5. This approach is likely to increase confusion (across organisations and Gypsy, Roma and Traveller communities) in terms of how UAEs are managed.



GREEN QUESTION 6

Question to the Mayor from Councillor Fi Hance

Subject: Potholes and street drainage

1. How many reported potholes remain in need of repair in Bristol?
2. I understand from officers that the number of recorded collapsed street drainage gullies in Bristol runs into the thousands. What plans are there to remedy this situation, especially given the likelihood of increased rainfall due to climate change?

REPLY:

- 1) From 1st April 2019 to date there have been 2,928 reported potholes through statutory safety inspections and public enquiries.

We have completed 2,751 therefore the outstanding pothole repairs numbers are now 178. This has increased in the last few months due the prolonged wet weather being experienced across the country and we have increased the resources combating this issue in response to this issue.

The average repair time is 2 weeks unless deemed a 2hr emergency.

- 2) The current figure for non- running gullies which need further investigation and/or engineering repair is currently 440 from circa 45,000 gullies in the city (9.7%).

The current strategy to repair non running gullies is as follows, we repair:

- First, the defined Resilient Network to ensure the city keeps moving
- Second, the flood and contributing areas as identified in the flood strategy.
- Third, Gritting Network as this covers the bus network
- Forth, Remaining network and gullies causing nuisance

We have also changed the strategy on how we clean gullies in recent years. This strategy is seen as leading the country in this discipline as the new inspection process allows the authority to proactively clean the gullies which are starting to silt and not waste funding on gullies which are self -cleaning and do not need cleaning or attending.

This has proactively reduced the amount of non-running gullies in the city and reduced cost to the authority whilst provided a better service.



LIBERAL DEMOCRAT QUESTION 6

Question(s) to the Mayor from Councillor Harriet Clough

Subject: Thurlestone Metro Bus Stop

1. Please provide an update as to the status of the Thurlestone Metro Bus Stop, including an explanation for any delays to bringing it online?

I had hoped to see it in the April route changes.

REPLY:

The paperwork to secure funding for design work and full business case has been submitted to WECA, as part of a wider package of metrobus enhancement works, for consideration at the March 20th Committee meeting.



LABOUR QUESTION 7

Question(s) to the Mayor from Councillor Don Alexander

Subject: Homes and jobs

1. Please could the Mayor confirm the latest numbers for how many new homes – including new affordable homes and new council homes – will have been built from the four years from 2016?
2. Please could the Mayor confirm how many employers currently pay the real Living Wage in Bristol, including in the construction sector?

REPLY:

1. Homes

In the four years from 2015/16 to 2018/19, a total of 6,972 new homes were built, including 816 affordable homes delivered for people in Bristol.

For this financial year (2019/20) and next (2020/21) it is projected that a further 3,742 homes will be completed, of which 1,008 will be affordable.

This represents a total of 10,714 new homes that will have been built by March of next year, 1,792 of which will be affordable.

The figures show that the rate of affordable housing delivery is increasing rapidly as planned schemes are completed.

For example, there were only 173 affordable homes built in 2015/16 but there will be 378 completed this financial year and 630 completed next financial year.

2. Jobs

The government's National Minimum Wage and the National Living Wage have not kept up with rises in living costs and we want to rectify that for the people who live and work in Bristol.

The real Living Wage is the only wage calculated based on the cost of living.

In January of this year, we announced that we have been formally recognised for our work to make Bristol a Living Wage City, alongside an Action Group of employers.

There are currently 173 accredited employers in Bristol, of which 62 are HQ'd in the city.

We have plans to more than double these figures in the next three years with the support of our action group of employers.



In the construction sector, there are 13 accredited employers in the South West, of which 4 are based in Bristol according to Living Wage Foundation figures.

We are fortunate to have Wessex Archaeology and Business West as part of our Living Wage City Action Group, as they have established relationships that will support us to influence the sector.



CONSERVATIVE QUESTION 7

Question(s) to the Mayor from Councillor Richard Eddy

Subject: Bristol Youth 4 Strike Demo- College Green, Bristol, Friday 28 February 2020

Q1 The Mayor will be aware that the recent Climate Change demo hugely impacted upon Bristol City Centre, forcing road-closures, the loss of business earnings, and the closure of the Council House/ 'City Hall'. What is the estimated cost to Bristol City Council, including restoring the condition of College Green?

Q2. Was any consideration given to persuading the organisers to use a less sensitive location and, if not, why not?

REPLY:

As a result of our concerns about public health and crowd safety, we made a contribution to fund additional safety measures, as follows:

10 toilets and 35 Crowd Control Barriers	£1,051
Additional Security around City Hall	£2,340
Road Closure Traffic Management	£7,000
Total Cost	£10,391

The grass is recovering well following the demonstration, as grass usually does. Due to continued wet weather, we are unable to assess what works are going to be required to repair the lawns until they have dried out. Once this happens we will then be able to assess what works are required and attribute specific costs incurred due to the demonstration.

Crowd funding has been raised to cover the cost of any grounds maintenance required due to the event.

2. Alternative hard surface sites were suggested to the organisers but they were insistent on the event taking place on College Green.

We know these demonstrations cause a lot of disruption and we're grateful for people's patience and understanding as we balance and protect the rights of people to protest.

GREEN QUESTION 7



Question to the Mayor from Councillor Eleanor Combley

Subject: Woodburners

After Greens collaborated with Labour on a motion to take action on air pollution from woodburners, you and Labour representatives have failed to turn up to meetings where we discuss and agree the next steps.

What next steps will you take on this issue?

REPLY:

We've already been leading on this, since clean air day last year. The motion was in arrears of the action taken.

A behaviour change campaign has been prepared, to be launched as soon as possible, focussing on the domestic burning of solid fuel and the risk to health presented by particulate matter pollution.

In addition to this, BCC has commissioned a report to provide an estimation of the scale and geographical distribution of solid fuel use in both a domestic and commercial setting in the city. The report will then utilise this information to identify appropriate local policy and intervention options to reduce emissions from solid fuel.

The report will be completed by Air Quality Consultants Ltd

<https://www.aqconsultants.co.uk/about>, and delivered in the spring of 2020



LIBERAL DEMOCRAT QUESTION 7

Question to the Mayor from Councillor Harriet Clough

Subject: Mental Health Care for Children and Adults

1. What measures have been taken to work with the city's Clinical Commissioning Groups to improve access to Mental Health Care for children and adults suffering with significant/severe mental health issues?

I acknowledge the improvements for those with depression and anxiety, but wait times for more significant problems continue to creep upwards with access to therapy above and beyond basic services poor to non-existent.

REPLY:

Mental health, and improving the wellbeing and resilience of our citizens is a priority of this administration. Through our CASCADE programme teachers at schools in Bristol were amongst first in country to get mental health training.

Through, Thrive Bristol, Part of this approach is about giving young people the tools and resilience to prevent the long term, serious mental health issues. As you identify, this relieves pressure on the stretched emergency mental health services which have been damaged by 10 years of austerity.

Our one city plan has brought the Clinical Commissioning Groups into regular contact with other sectors and sources of decision making in the city so that it can become more joined up and intentional about our aims and aspirations.



LABOUR QUESTION 8

Question(s) to the Mayor from Councillor Fabian Breckels

Subject: Housing

1. What is the anticipated pipeline over the next five and ten years for:
 - The HRA
 - Goram Homes
 - Community led housing
 - Housing associations

REPLY:

The HRA has a committed programme for the next five years of 870 homes and is currently evaluating other sites. The cabinet has also approved a generation plan which will lead to rebuilding some estates and areas where the aim is to improve the quality, safety and carbon impact of housing as well as increasing the number of homes. The HRA is also starting to purchase homes, mainly previous council flats, and bring them back into council use.

Goram homes currently has two sites which should deliver 400 homes in the next five years. They have also started evaluating other sites which can provide another 600+ homes over the ten year period. Their ambition is to increase this pipeline to 3,000 homes.

The council is also working on a joint venture agreement to provide 1,400 homes on Hengrove Park, the bulk of these will be completed within ten years. Currently about 80 are council homes and are included in the total above, it has not yet been decided if the other 350 or so affordable will be council or housing association.

Community led housing in Bristol is among the largest, if not the largest pipeline in the UK. The biggest project is the Southmead Development Trust which in total will be over 300 homes, there is a community led scheme of around 150 homes at the Portwall car park site, 51 currently on site with Bristol community land trust and significant ambitions in Lawrence Weston, Knowle west and Lockleaze among others. These projects have the potential to provide 1,000 community led homes over the ten year period.

It is more difficult To know exactly how many housing association and s106 projects will be completed over the next five – ten years. The new budget



funding settlement could easily increase this. However from known s106, council grant funded projects and land led projects housing associations can build several thousand properties over the next ten years.



CONSERVATIVE QUESTION 8

Question(s) to the Mayor from Councillor Steve Jones

Subject: Bristol's Clean Air Plan

Q1. If the government refuses to back a blanket ban on private diesel, can the Mayor explain what is his plan B?

Q2. Is the Mayor prepared to consider a more refined approach to this issue and have a ban on polluting petrol and diesel but allowing cleaner (Euro 6 compliant) engines of both types entry?

REPLY:

1 Plan A is to utilise the quickest possible method to reach compliance. There is no Plan B.

Working fully in collaboration with JAQU, we continue to assess and develop proposals for a smaller CAZ D and a small area diesel ban to complement the medium area CAZ C.

This is not a political debate - the only solution, as enshrined in law, is to reach compliance in the quickest way possible. Once the modelling has been agreed, government and ourselves will apply the methods determined by that data.

2. As above, the schemes implemented will be in line with how the modelling determines the quickest route to compliance.



GREEN QUESTION 8

Question(s) to the Mayor from Councillor Jerome Thomas

Subject: Improving walking and cycling in Bristol

- 1) What new pedestrian crossings (type and location) have been built in Bristol since the Mayor took office in 2016?
- 2) What segregated cycle lanes (length and location) have been built in Bristol over the same period?

REPLY:

1. 22 new signalised crossings have been introduced either standalone or part of a junction.

There have been 13 zebra crossings and 6 parallel crossings.

There are no record of the number of uncontrolled crossing points that have been introduced during this time. There is no perfect record of either because although some improvements have been installed as stand-alone schemes, others have been built or upgraded as part of wider schemes.

2. Using DfT definition of **segregated cycle lanes**, there has been **13 segregated cycle schemes developed during this time.**

The details of these with locations **and lengths can be provided by officers directly, if you request it.**

LABOUR QUESTION 9

Question(s) to the Mayor from Councillor Brenda Massey

Subject: Buses

Following my question to the Mayor and the Cabinet Member for Transport at full Council on the 14th January, can I and my residents please receive an update on the situation regarding the removal of the No 76 bus from the northern portion of both Southmead and Horfield wards? We really do want the reinstatement of the original route with the bus stopping outside of Lidl and the rank of shops opposite, plus the further bus stop closer to Southmead Hospital.



We understand the issue regarding providing a stop in Southmead Hospital in both directions, and consider that the route can be amended to allow the bus to enter the hospital grounds from Monks Park, then drop off and pick up passengers before returning to To Monks Park and continuing on the previous route.

We now have four bus stops in place that cannot be used, plus a considerable number of residents who can no longer get to their Doctor's surgery or the Hospital without asking someone to drive them there, so increasing the number of cars on the road.

With the expectation of the Arena being built close by, it will soon be impossible for residents in this part of the ward to get to the Hospital in any case.

1. Can we have an update on progress with the requested reinstatement? It would be good to have the additional stop in the Hospital grounds left as it currently is, but still include the stops on Southmead Road.

REPLY:

These are really questions for FirstBus. Our information is that, at present, First do not plan to return the 76 to its former route. The Public Transport Infrastructure team are currently in the process of identifying a suitable location for a temporary bus stop closer to Southmead Hospital, for the service 76 to use.

As part of the Bristol Bus Deal, from the 5th April a new bus service 2A will be introduced. Service 2A will operate the same route as Service 2 as far the junction of Southmead Road and Doncaster Road, it will then operate via Southmead Road, Pen Park Road and will terminate at the end of Charlton Road, therefore providing improved links to Southmead Hospital, and serve the stops on Southmead Road that are no longer served by Service 76.

At peak times Monday to Friday, Service 2/2a will provide a combined frequency of every 7/8 minutes. At off-peak times Monday to Friday and Saturday daytime, Service 2/2A will provide a combined frequency of every 10 minutes. The evening frequency will increase to every 15 minutes.

I suggest that as the ward councillor, you liaise direct with First Bus to explain your concerns.



CONSERVATIVE QUESTION 9

Question(s) to the Mayor from Councillor Steve Jones

Subject: Bus Connections

Q1 We are delighted that, at long last, that Bristol City Council have agreed to provide a bus link from south east Bristol to Keynsham. However, six months have passed and we have no details of what the new service will look like.

This is causing a lot of consternation for local residents (in particular parents who are looking for a solution to enable their children to use public transport to get to Broadlands Academy).

Are you able to provide further details on the plans? If not, when will details be available?

Q2. In a previous Public Forum, you stated that the Council are working with the hospital bus service to provide better connectivity for those residents, in south and south east Bristol, who have been impacted by the new road layout at Temple Meads.

Can you please provide further information on when this service will be able to use the new bus stop?

REPLY:

BCC has been working with BANES to explore the opportunities to provide a service between South Bristol and Keynsham. Officers in BANES Council have been investigating the possibility of funding and procuring a service which links to the existing 515 from Stockwood to Imperial Park. A draft specification has been prepared for a tender, this will need to be finalised and a tender process commenced. This will be a responsibility of WECA from the 1st April and so the preparatory work will be passed to them.

We've identified suitable stops for the Hospital Shuttle bus (stops T8 and T9 Temple Way) to provide better connections with services from South Bristol. We are currently seeking to confirm agreement with the Hospital in order to make this change effective from the 5th April timetable change date.



CON. QUESTION 10

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

Subject: Area Committee

Q1. The Mayor may have noticed my statement on Area Committees. Can you please advise how the current structure addresses the decades of neglect shown by Bristol City Council to south Bristol?

REPLY:

Area Committees make decisions about Community Infrastructure Levy (CIL).

CIL is a planning charge introduced by the Planning Act 2008 as a tool for local authorities in England and Wales to help deliver infrastructure to support the development of their area. Most new development that creates net additional floor space of 100 square metres or more, or creates a new dwelling, is potentially liable for the levy. BCC is required to devolve a meaningful proportion of CIL to local communities: 15% goes to Area Committees to spend on local schemes, with 25% for areas where there is a Neighbourhood Development Plan.

In south Bristol £823,527 has been allocated to 37 projects since 2018, with £295k projected as being available for 2020. The highest allocation was for £100k for a pedestrian crossing, and the lowest being £2000 for soft play at Filwood Library.

South Bristol has exactly the same application of CIL money as any other area of the city.

More information is available on the BCC website: <https://www.bristol.gov.uk/planning-and-building-regulations/community-infrastructure-levy>

Prepared by: Keith Houghton

Signed off by: Penny Fell

