

Public Forum

Public Forum for 7th July meeting of Full Council



Date: Tuesday, 7 July 2020

Time: 6.00 pm

Venue: Virtual Meeting - Zoom Committee Meeting
with Public Access via YouTube

Issued by: , Democratic Services
City Hall, Bristol, BS1 5TR
E-mail: democratic.services@bristol.gov.uk



www.bristol.gov.uk

Public Forum

1. Public Petitions and Statements

Public Petitions – none received or this meeting.

Public Statements

Ref No	Name	Title	Registered to Speak
PS01	Thomas Pearce	Councillor Comments	Attending to speak
PS02	Ben Anthony	BS3 asthma Clean-Air-For-Life	No
PS03	Ollie Fortune	Merchant Venturers	Attending to speak
PS04	Suzanne Audrey	Backbench and opposition members access to information	No
PS05	Tom Bosanquet	Totterdown side of Victoria Park traffic and road crossings	No
PS06	Colin Davis	Clean Air Zone	No
PS07	Andrew Varney	The Importance of ELT schools to the Bristol Economy	Attending to speak
PS08	SWTN/ RFS	Transport	Attending- David Redgewell to speak as representative
PS09	David Redgewell	Transport	Attending to speak
PS10	Osei Johnson	Black Lives Matter	Attending to speak
PS11	Esther Kelly-Levy	Education	Attending to speak
PS12	FoSBR (Christina Biggs)	Covid/ development of the local rail network	Attending to speak
PS13	Jendaye Selassie	Rastafari Cultural Centre in St Pauls	Attending to speak
PS14	Martin Upchurch	Colston Statue	No
PS15	Pat Ross	Care of black disabled children in Bristol	No
PS16	Mary Page	Pay Gaps report, City of hope, and improving Inclusion	No

2. Questions from Members of the Public

Ref No	Name	Title	Registered to Speak?
PQ01 & PQ02	Thomas Pearce	Understanding Bristol's past and Bristol History Commission	Attending to speak
PQ03 & PQ04	Oliver Fortune	Merchant Venturers	Attending to speak
PQ05 & PQ06	David Redgewell	Public Transport and WECA	Attending to speak
PQ07	Jake Emsley	Rail Investment	No



PQ08	Jake Emsley	Van Dwellers	No
PQ09	Suzanne Audrey	Bristol Energy	No
PQ10	Suzanne Audrey	Publication of Reports and Public Forum	As above
PQ11	Colin Davis	Bristol's Clean Air Zone	No
PQ12	Andrew Varney	ELT Schools	Attending to speak
PQ13	Andrew Varney	Quality of Slurry Seal process	As above



Public Information Sheet

Inspection of Papers - Local Government (Access to Information) Act 1985

You can find papers for all our meetings on our website at <https://www.bristol.gov.uk/council-meetings>

Covid-19: changes to how we hold public meetings

Following changes to government rules, we will use video conferencing to hold all public meetings, including Cabinet, Full Council, regulatory meetings (where planning and licensing decisions are made) and scrutiny.

Councillors will take decisions remotely and the meetings will be broadcast live on YouTube.

Members of the public who wish to present their public forum in person during the video conference must register their interest by giving at least two clear working days' notice to Democratic Services of the request. To take part in the meeting, you will be required to register for a Zoom account, so that Democratic Services is able to match your named Zoom account to your public forum submission, and send you the password protected link and the instructions required to join the Zoom meeting to make your statement or ask your supplementary question(s).

As part of our security arrangements, please note that we will not permit access to the meeting if your Zoom credentials do not match your public forum submission credentials. This is in the interests of helping to ensure a safe meeting environment for all attending or observing proceedings via a live broadcast.

Please note: Members of the public may only be invited into the meeting for the duration of their submission and then be removed to permit the next public forum participant to speak.

Changes to Public Forum

Petitions, Statements and Questions must be about a matter the Council has responsibility for or which directly affects the city. For further information about procedure rules please refer to our Constitution <https://www.bristol.gov.uk/how-council-decisions-are-made/constitution>

Your statement or question will be sent to the Committee Members and will be published on the Council's website before the meeting. Please send it to democratic.services@bristol.gov.uk. The following requirements apply:

There is a limited amount of time available at the start of the meeting for the public forum section of the meeting, which is the point in the meeting where petitions and statements will be taken.

In chairing the part of the meeting dealing with statements, within the time constraints, the Lord Mayor will try to allow as many statements as possible to be presented (where individuals wish to do this), covering as many topics as possible. Inevitably though, depending on the number of statements received in total, there may not always be sufficient time available to enable everyone to present their statements.

Petitions from members of the public

- Petitions will be presented to the Council first.
- Petitions must include name, address and details for the wording of the petition.
- The person presenting a petition will be asked to read out the objectives of the petition with one minute allowed.
- A written reply will be provided to the lead petitioner within 10 working days of the Full Council meeting.

Statements

- Statements should be received no later than **12.00 noon on the working day before the meeting**.
- There can be one statement per person and subject to overall time constraints, a maximum of one minute is allocated for presentation.
- Any statement submitted should be no longer than one side of A4 paper.
- For copyright reasons, we are unable to reproduce or publish newspaper or magazine articles that may be attached to statements.

Questions

- Questions should be received no later than **three clear working days before the meeting**.
- A maximum of two written questions per person can be submitted.
- At the meeting, a maximum of one supplementary question may be asked, arising directly out of the original question or reply.
- **Your intention to attend the meeting to speak must be received no later than two clear working days in advance. The meeting agenda will clearly state the relevant public forum deadlines.**

By participating in public forum business, we will assume that you have consented to your name and the details of your submission being recorded and circulated to the Committee, published on the website and within the minutes. Your statement or question will also be made available to the public via publication on the Council's website and may be provided upon request in response to Freedom of Information Act requests in the future.

We will try to remove personal and identifiable information. However, because of time constraints we cannot guarantee this, and you may therefore wish to consider if your statement contains information that you would prefer not to be in the public domain. Other committee papers may be placed on the council's website and information within them may be searchable on the internet.

During the meeting:

- There will be no debate on public forum statements or petitions.
- Public Forum will be circulated to the Committee members prior to the meeting and published on the website.
- If you have arranged with Democratic Services to attend the meeting to present your statement or ask a question(s), you should log into Zoom and use the meeting link provided which will admit you to the waiting room.
- The Chair will call each submission in turn and you will be invited into the meeting. When you are invited to speak, please make sure that your presentation focuses on the key issues that you would like Members to consider. This will have the greatest impact.
- Your time allocation may have to be strictly limited if there are a lot of submissions. **This may be as short as one minute, and you be muted if you exceed your allotted time.**

- If there are a large number of submissions on one matter, a representative may be requested to speak on the group's behalf.
- If you do not attend the meeting at which your public forum submission is being taken your statement will be noted by Members.

For further information about procedure rules please refer to our Constitution
<https://www.bristol.gov.uk/how-council-decisions-are-made/constitution>

The privacy notice for Democratic Services can be viewed at www.bristol.gov.uk/about-our-website/privacy-and-processing-notices-for-resource-services

Webcasting/ Recording of meetings

Members of the public attending meetings or taking part in Public forum are advised that all virtual public meetings including Full Council and Cabinet meetings are now broadcast live via the council's [webcasting pages](#). The whole of the meeting will be broadcast (except where there are confidential or exempt items).

Other formats and languages and assistance for those with hearing impairment

You can get committee papers in other formats (e.g. large print, audio tape, braille etc) or in community languages by contacting the Democratic Services Officer. Please give as much notice as possible. We cannot guarantee re-formatting or translation of papers before the date of a particular meeting.

STATEMENT PS 01**Submitted by Thomas Pearce****Subject: Councillor Comments**

Councillor Eddy has sat on the City Council for decades - but his latest comments once again fail to represent Bishopsworth. A leader would have listened to people and sought to help heal Bristol. Instead he chose to exploit and encourage further division by idolising a prolific slave trader. Following his latest offensive comments, Richard should have urgently requested training from Bristol charity Stand Against Racism and Inequality. He should also of course apologise immediately.

STATEMENT PS 02

Submitted by Ben Anthony

Subject: Clean Air for Life

Dear Mayor Rees,

I live very near Coronation Road BS3 and when there is a lot of pollution in the air you taste and smell it. This is particularly not good for the health of family members and friends who suffer from asthma.

I have friends whose children attend parson St Primary Scholl (BS3) and Victoria park Primary School (St John's Lane BS3) both of which suffer very badly from the affect of fumes from vehicles.

Before lockdown, Bristol's air pollution was over twice the legal limit, far exceeding the World Health Organisation safe levels. Bristol's air quality has exceeded legal limits for 26 years, but for the last 12 weeks of lockdown we have finally been able to experience legally compliant, breathable air. As lockdown eases, figures for June show that we are already back above the legal threshold.

Long-term exposure to air pollution causes around five premature deaths in Bristol each week. Toxic air contributes to health conditions including asthma, lung cancer, heart disease, stroke, diabetes and lower IQ's in children. Not only this, but exposure to air pollution increases our chances of being more severely affected by COVID-19.

Disadvantaged communities suffer the greatest consequences of air pollution whilst contributing the least to it. In a recent study, Lawrence Hill stood out as an area having the highest Black and minority ethnic population in the city and some of the highest levels of deprivation, as well as suffering from some of the worst air pollution in Bristol. 11% of deaths in Lawrence Hill (of people over 25) can be attributed to air pollution and 60% more people die from respiratory illness in Lawrence Hill, compared to the rest of Bristol.

Back in 2019, you are quoted as saying that "We have a moral, ecological and legal duty to clean up the air we breathe. This research (by Kings College, London) emphasises how vital it is that we act quickly to improve health and save lives in Bristol." However, despite tabling plans for a Clean Air Zone, the council have now pushed these back, prioritising business over health. Both central government and Client Earth have threatened legal action against the Bristol City Council over it's failure to meet clean air targets.

Urgently implementing a well planned CAZ is an important step towards cleaning up Bristol's dirty air, but it is not a silver bullet and will not work in isolation. Major investment is needed in infrastructure for walking and cycling across the city. Bristol's public transport network needs to be expanded; services need to be more frequent, reliable and considerably cheaper. The Transport Secretary, Grant Shapps, has acknowledged that "as we look to the future we must build a better country with greener travel habits, cleaner air and healthier communities". The Council needs to provide real alternatives to enable people to make positive choices and avoid using a car.

As we begin the recovery from COVID-19, we have a chance to do things differently. We can restart the economy without returning to deadly levels of pollution. We can keep our air clean and our city green and safe, while protecting jobs and businesses, investing in public transport and taking action to tackle the climate emergency.

The tragedy of the pandemic has shown us that we can unite – both locally and globally – to rapidly change our behaviours for the greater good. We know we can make dramatic and effective changes to protect the health of our most vulnerable communities. Bristol City Council is legally responsible for clean air compliance and must act now to make Bristol's air quality permanently compliant from April 2021.

I hope Bristol can become a beacon of inspiration to other cities in the UK, Europe and The World when it comes being progressive and mitigating the effects of poor air quality.

I hope you and the council as a whole will act on this as a matter of urgency. Finally if you have not done so please speak to the XR protestors outside the town hall. They want constructive engagement.

Best wishes

Ben Anthony. (Southville and Bedminster)

STATEMENT PS 03

Submitted by Ollie Fortune

Subject: Merchant Venturers

While I am concerned that people gathered during a global pandemic, I am pleased that the statue of a 17th century slave trader who one Conservative councillor in this chamber considers a hero (the same councillor who went around wielding a golly wog mascot I'd like to add) was removed from the city centre in June.

I agree with Mayor Marvin Rees that the statue was an affront in a city where one in six of us is BAME.

In hindsight that statue should have been removed by this council decades ago and I for one feel deep disappointment that this council lacked the courage to do the right and responsible thing sooner.

Statue gate has led to many place and road names being changed and communities exploring name changes across the city which I also support.

However... I must arrive at a huge however!

Removing symbols and imagery is one thing. What is the mayor, his cabinet and this council doing about a much bigger and more harmful problem?

A problem which for years has held this city back. A secret group which has vetoed and halted progress and had huge influence and control over the council who are elected to serve the interests of the people of Bristol, not secret societies.

I'm sure you don't need me to name this society but I will anyway.

I call upon this council to expose the extent of the influence that the society of merchant venturers has had on this city over the years and to hereby act in the interests only of the people of Bristol and not secret societies founded off the back of the exploitation and enslavement of those whose lives were destroyed by the transatlantic slave trade.

STATEMENT PS 04

Submitted by Suzanne Audrey

Subject: Backbench and opposition members access to information

At the Audit Committee meeting, 25 June 2020, members of all parties expressed concern about access to information in relation to Bristol City Council's statement of accounts 2018/19 which they were being asked to approve.

The Report to Bristol City Council: Review of 2016/17 Forecast Budget Deficit, issued by Steve Bundred, 9 February 2017, was commissioned by Mayor Marvin Rees who accepted all the recommendations including: (7) Relevant officers should be reminded of their responsibilities to keep backbench and Opposition Members properly informed.

The following text is from that report:

124. ... I do not have any doubt that there is regular informal contact between Cabinet Members and senior officers in Bristol and that this process works reasonably well... But Members outside the Cabinet have less regular contact with senior officers and will therefore have necessarily placed greater reliance on what was said to them by way of formal reporting. The reporting deficiencies I have described are therefore more serious from the perspective of backbench and opposition Members.

125. ... Local government officers have always had responsibilities to the whole Council. They are required to provide advice in public and to be even handed in their dealings with all councillors, regardless of the positions they may hold within the Council's administration. This does not prevent them from giving Leading Members early warning of issues before they become public, but it does mean that relevant information must not be withheld or misrepresented. ...I therefore recommend that relevant officers be reminded of their responsibilities to backbench and Opposition Members.

STATEMENT PS 05

Submitted by Tom Bosanquet

Subject: Totterdown side of Victoria Park traffic and road crossings

Living on the Totterdown side of Victoria Park, I am daily confronted by the dangers of traffic on St.Lukes Rd. The steps down from Richmond Street are a busy pedestrian route to access both Victoria Park and St.Mary Redcliffe Primary, but we have to contend with an extremely hazardous crossing point.

Poor road visibility coming from under the rail bridge combines with continual speeding issues - Officer Adrian Humphries of the AS Police Speed Enforcement Unit describes this as one of the most prolific sites out of the 160 he visits regularly. Enforcement is a mere sticking plaster - what is needed is infrastructure change.

This is a long standing issue and budget was said to have been allocated for a crossing here last year but, at present, there is no clarity as to when this might happen. My councillor, Jon Wellington, who has always been excellent in responding to local issues, has been unable to ascertain any further details, hence my question here.

As such, I would like to ask when residents can expect progress on this crossing and also that the crossing plans should be updated to incorporates speed calming measures. Raising the crossing would be a simple solution to alleviate the constant antisocial speeding issues.

STATEMENT PS 06

Submitted by Colin Davis

Subject: Clean Air Zone

Bristol has had unsafe, illegal levels of air pollution for many years. After years of delay, the Council finally agreed last year to introduce a clean air zone, and came up with plans for what this should look like.

In October we were told, “The deadline for the implementation of the plans is March 2021”.

In November, Cabinet approved the outline business case and agreed that this was an urgent decision, and hence would not be subject to the call in process.

Finally, it looked as though we were making progress.

But in April this year we had an update from the mayor saying, ““We understand the moral, environmental and legal imperative to achieve clean air compliance, and remain committed to delivering clean air for the city. However, this is not an appropriate time to make life more difficult for businesses …”

Bristol’s economic recovery is important. But business interests should not trump public health. Moreover, I reject the underlying premise. Experience in other cities has shown that local businesses prosper when streets are redesigned to promote active travel. In the time of coronavirus this is more important than ever.

Let us move ahead with plans to implement the CAZ by March 2021. There will be ample opportunity to consult the public following implementation, and to make adjustments to the scheme. Further delays now will result in an unnecessary loss of lives and further compromises to the health of Bristol’s citizens.

STATEMENT PS 07

Submitted by Andrew Varney

Subject: The Importance of ELT schools to the Bristol Economy

Members of the Council may not be aware that the UK's most prestigious language school for the teaching of English to overseas students is located here in the city of Bristol. Established in 1969, the English Language Centre (ELC Bristol) was the first ever language school in the city. Now there are several more, and over 550 in total across the whole of the UK. ELC Bristol is ranked the number one school in the country by the British Council accreditation scheme.

In the first couple of decades the school was in operation, Bristol was not on the map as an international tourist destination or as a place for overseas students to come and study. Few people overseas knew much about Bristol apart from thinking it was an industrial city near Bath. In fact the tourist board at the time didn't even have a poster of the city that the school could use for promotional purposes! However, over the years, and working in partnership with the University of Bristol, UWE, Clifton College, Soundwell College and others, the school has successfully promoted the city internationally and helped to put it on the map. Indeed, over the last 50 years, more than 40,000 international students have studied at ELC Bristol.

These overseas students have had an enormous positive influence on the local economy, supporting dozens of teaching and admin positions, other local businesses such as shops, pubs, bars and restaurants, and local tourism and leisure facilities. Indeed, the ELT business as a whole is worth more to the UK economy than the entire UK fishing industry.

Less than four months ago, ELC Bristol was a thriving business with 160 full time students from 23 different countries. Now its very existence is under threat. All the students have returned to their home countries and most of the staff have been furloughed, but the school is still incurring huge costs, including over £410,000 a year on rent, over £60,000 a year on council tax and over £40,000 a year on business rates.

Other language schools in Bristol have already succumbed and closed down, but with its excellent international reputation, ELC Bristol is certain it can get back on its feet again. However, it needs financial assistance from the council to get through this difficult period. It would be such a shame if ELC Bristol were forced to close down due to an absence of council support. ELC Bristol has done so much for the city of Bristol over the last 50 years, now it's time the city of Bristol to do something for ELC Bristol.

STATEMENT PS 08

Submitted by South West Transport Network and Rail Future Severnside

Subject: Transport

We would like to put on record are thanks to all public transport workers, trade unions, First Group bus and rail divisions, Stagecoach West and HCT group for their work in keeping the Bristol and Bath city region moving. We also want to thank the Mayor, Metro Mayor and Peter Mann and his team in particular.

With the Department for Transport covid 19 bus operators grant payment to WECA and transport operators every 4 weeks, we are concerned about the directive to provide bus services between 7am and 7.30 pm Monday to Friday.

With the opening up of the leisure and tourism economy the Secretary of State now wants to see this extended to evening and weekend services from 4th July 2020.

However, with the tourist industry reopening in Bath Somerset and the Bristol city region will BANCES, Bristol City Council, South Gloucestershire Council and the WECA mayoral transport authority protect bus stops around public houses and restaurants especially when there are tables and chairs outside so that pavements can be kept clear for the benefit of public transport users and those with disabilities.

We are concerned about controlling the area around the public transport interchange in Dorchester street and Brunel Square. We support the social distancing measures in Bath bus and railway stations, around local bus stops and the return of National Express coach services as well as improved priorities for disabled passengers. We also support social distancing measures around Clifton Down shopping centre, Whiteladies Road, Cabot Circus, Broadmead, Bedminster, Fishponds, Staple Hill, Knowle, Gloucester Road, the city centre and the Harbourside.

Social distancing also applies to Keynsham town centre, Radstock town centre, Paulton and Midsomer Norton, Downend, Kingswood, Westbury on Trym, St George, Gloucester Road, Stapleton Road and Clifton village. Streets in these town centres must be kept clear from people drinking at tables blocking pavements.

On public transport we are still concerned about the WECA mayoral transport authority not restarting the following bus services under the covid 19 bus operators grant:-

Route 18 - Bath Spa Bus and Coach station to Saltford, Keynsham, Oldland Common, North Common, Warmley, Kingswood, Hillfields Staple Hill, Downend, UWE bus station, Bristol Parkway and Cribbs Causeway bus station.

Route 37 - Bath Spa bus and coach station, Weston, RUH back entrance, Kelson, Bitton, Longwell Green, Hanham, St George, Lawrence Hill, station and Bristol bus and coach station.

Route 19 evening service - Bath Spa bus station to Weston, RUH back entrance, Kelston, Bitton, Cadbury Heath, Warmley, Kingswood, Hillfields, Staple Hill, Downend, UWE bus station, Bristol Parkway station and Cribbs Causeway bus station.

Route 178 - Radstock, Midsomer Norton, Paulton, Clutton, Pensford, Whitchurch, Knowle, Bristol Temple Meads station and Bristol bus station.

There is still no weekend service 96 from Brislington to Hengrove hospital in south Bristol to connect with buses from Bath and Keynsham at Brislington and for buses from the A37 villages at Knowle. This is the main community hospital serving North East Somerset.

Currently there are no evening services on the T2 Bristol bus station, Gloucester Road, Horfield, Filton, Cribbs Causeway bus station with connections from Severnside to Thornbury for evening and night workers or the Y2 service between Bristol bus station, Eastville, Fishponds, Downend, Yate and Chipping Sodbury.

We would like to know why WECA failed to bid for rural bus service grants especially with the need to improve public transport in rural areas in North East Somerset. and South Gloucestershire.

We are very concerned about the lack of progress in North Somerset Council joining the West of England combined authority for the mayoral election in 2021.

If First cannot provide these services perhaps small bus operators could work under contract to the WECA mayoral transport authority or be sub contracted by First group.

Currently, services can only operate with 10 or 11 passengers and 1 wheelchair on a single decker bus and 20-21 on double decker buses plus wheelchair space, 45 on a 3 car train on First group Great Western Railway Severn beach line services, 60 on an intercity train or between 20 and 14 on an express Coach.

We would like to see more enforcement of face coverings by the Avon and Somerset police, Bristol Port Police and the British Transport Police to make sure that passengers are social distancing on the region public transport network with clear messaging from the Department for Transport.

It is very disappointing that many bus services are not being restored by the WECA mayoral transport authority from 5th July 2020 so can this be raised with them as a matter of urgency.

On the railways we welcome train service extension to Westbury via Keynsham, Oldfield Park, Bath Spa, Freshford, Avoncliffe, Bradford on Avon, Trowbridge, and Westbury.

We support the proposed stations at Charfield, St Anne's Park and Saltford. Wiltshire County Council are looking at stations for Corsham and Royal Wootton Bassett. We must also ask the Department for Transport to stop cutting up HST rolling stock which are urgently required for social distancing on trunk rail services from the South West via Bristol Temple Meads and Bristol Parkway to Birmingham New Street, the Midlands, Manchester, the North East and Scotland.

We also welcome progress on Patchway station lifts and Portway Parkway station.

The needs of disabled and blind people need to be addressed when dealing with social distancing measures if we are to have outdoor table service in the street especially within the Bristol and Bath city region.

On Bristol Temple Meads we are concerned about the lack of progress on the public transport interchanges for buses, ferries and the future light rail routes. There is a need for progress on the extra platform in the Midlands train shed, electrification of the Western routes from Chippenham to Bristol Temple Meads, Bristol Parkway and Patchway.

We welcome the works on the Eastern

Entrance and the station roof but works on and shopping centre facilities, waiting rooms, buffets and restaurants are still required.

Hotels are needed at Temple Meads - a railway station that should have the facilities of Leeds, Birmingham Grand Central, London Paddington, Edinburgh Waverley, Aberdeen and Cardiff Central where construction is underway. We need design proposals from the Western Gateway Transport Board and the South West Transport Board. A transport board for the South West of England similar to the Midlands Engine and the Northern Power House.

We welcome the restarting of the Megabus and National Express Coach services. We ask the WECA mayoral transport authority and Bristol City Council to investigate the provision of a coach service by Flix bus of Germany with permission from Bristol City Council to run coach services to London Victoria coach station and Luton from Bristol Bond Street working with South Gloucestershire Council to provide a stop from the UWE coach station.

We also welcome the review of public toilets in Bath and North East Somerset, Bristol City Council, North Somerset and the South Gloucestershire Council areas

but would like to see public toilets at Avon Street coach station and Bristol Harbourside. We need to look at any extra money for public toilets from central government.

STATEMENT PS 09

Submitted by David Redgewell

Subject: Transport

We like to bring forward our concerns at the Somerset bus catch the bus campaign the concerns from our passengers about the lack of public transport access to jobs and services in the centres of Bristol and Bath.

Our members have expressed deep concerns about the following.

Bus routes not operating with reopening of the tourist, leisure, public houses and restaurants reopen on the 4th of July 2020 .

The route of concern are 1:

X2 Weston super mare,worle,yatton,Backwell long Ashton,Ashton Bristol city centre. Bus station

X8 Nalisea to Bristol bus station

178 Radstock,midsomer Norton ,paulton marksbury,keynsham,Bristol temple meads and Bristol bus station.

126 wells bus station. Cheddar,Weston super mare .

96 Brislington ,Knowle ,Hengrove,south Bristol hospital.

18 Bath spa bus station,keynsham North common ,warmley kingswood.

All weekend services

Daily service 35 Bristol city centre,Lawrence hill station,st George,Kingwood,warmley,Marshfield.

37 Bristol bus station,Lawrence hill station. St George,Hanham,longwell Green,Bitton, Kelson Weston,RuH back entrance Bath spa bus and coach station. No daily service.

Evening services

T 2 Bristol bus station,Gloucester Road ,Horfield, Fliton ,crbbs causeway bus station. To Thornbury. Connection at cribbs causeway bus station for seven side. No service for evening or night workers .

Y2 Bristol bus station to Fishponds,Downend Yate bus station and chipping sodbury .no Evening service . for evening and Night shift workers .

D2 Bath bus station to Frome bus station. Sunday service .

X5 Weston super mare,clevedon and portishead bus service not operating to cribbs causeway bus station.

And a weekend service from chepstow bus station to Cribbs causeway bus station,Clifton down station and Bristol bus and coach station. Funding from Transport for Wales.

We welcome all the work by the mayor of Bristol on social distancing on Bus stops and At Bristol bus and coach station.

And with Banes and south Gloucestershire councils on bus stops and interchanges. and bus station s at Bath spa bus and coach station, Yate bus station,cribbs causeway bus station,uwe .Bus station. Kingswood and Thornbury town centres .

We would still like to see bus interchange facilities improved at Bristol Temple meads Railway station. With Weca mayoral transport authority. Bristol city council,Network rail western routes.

And homes England. As a mayor transport interchange including ferry services.

,please we would you discuss our concerns with the metro mayor transport team , and provide a zoom transport forum meeting with passengers.

and a Public transport enquire line for weca mayoral transport authority.

and for North Somerset council and Mendip district council to join weca.

Thank you for Lucy Travis Somerset bus campaign.

STATEMENT PS 10

Submitted by Osei Johnson

Subject: Black Lives Matter

Amidst the outrage and vocality around Black Lives Matter, it is astounding that this city deems it acceptable to disenfranchise Black Communities. The story of Ras B is one you would have heard a lot of recently, however, I want to focus on the effects of this service for people in the community. A long time ago in the late 70s into the early 80s my mother was a young Rastafari woman in St Pauls, despite not always being a Rasta she had converted to the faith as she found solace in it and with the community it brought to her. Among those most notable in that community and within her life was Ras B, his counselling had probably saved her life on a number of occasions. He offered and still offers an invaluable service that reaches people shunned or ignored by the usual services. She is just one woman among a community of people, not all of them Rasta either. Fast forward 20 years and Ras B has found a home for the service he provided for a large community for decades before. This home was in the 'Justice for Marlon Thomas' building. As we are all aware the building was gifted to his family after the heinous racial attack he suffered, they then allowed Ras B to house his ever crucial service there. Within the next 10years he would still be offering that service, just to my siblings and their friends, another generation of people helped or some may say saved by Ras B. These are the people that are continually ignored and forgotten in council plans, the ones not accounted for when donating to larger, more middle class organisations like the Hall formerly named Colston. These are the people without access to expensive mental health services, the ones who may not survive on a 6month waiting list for NHS services. The outliers and the ones we as a city have continually failed. Within the last few years Ras B's service has been disrupted in so many ways, first with renovations and then with lack of clear explanations around the future. This man's life and service has been pushed into limbo. This is then followed by COVID-19. Ras B, unable to adapt that service into an online one due to being a grassroots funded organisation that was just about keeping the current building alive, has been a keyworker for the local community. He has continued to turn up at his place of work and offer the service that people so desperately need. Allowing this to go any further is not merely an unjust action toward Ras B, it is telling all the crucial keyworkers running grassroots organisations that their effort is not recognised. It is telling the black communities that your services and your life's and your needs do not matter. I ask that you consider finding a better solution not only for people like Ras B but that you work more closely with community organisations. Only together can we build the type of community and future we all want to see.

STATEMENT PS 11

Submitted by Esther Kelly-Levy

Subject: Education

BCC Statement

We are currently at the end of the beginning of the covid crisis, and as we have all been painfully aware it has shone a light on the structural inequalities that lay at the heart of some of the most important institutions including health, justice, housing and education

I would like to talk about education, because this is where transformation is most likely to take place, and take place at an early age.

I am calling on Bristol City council to take an active role in disrupting the way that racism and inequalities impacts the lives of our Black and minority ethnic children, by

1. Ensuring that all teachers receive anti-racist training pre and regularly during employment in our schools. They should be encouraged to look at their biases and supported to change where problems exist.
2. All children should be taught about the history of Black people in Britain, and know that Black history is more than enslavement.
3. The curriculum should be de-colonised, and black history should be integrated in the entire curriculum.
4. Black history walks could be developed in Bristol
5. Black history studies should be incorporated in the adult education prospectus' in Bristol

This is a once in a generation 'moment'. The scale of the task is enormous – but we can use it to make lasting change.

STATEMENT PS 12

Submitted by Friends of Suburban Bristol Railways

Subject: Covid/ development of the local rail network

Friends of Suburban Bristol Railways (FoSBR)

Who we are: FoSBR is a Bristol campaign group supporting development of the local rail network as a major contributor to passenger movement around the whole Bristol and Bath travel to work area. Campaign successes include the Severn Beach Line with 1.4 million passenger journeys a year in 2019, the winning of the City Deal £116 million for the Portishead Line and £58m for the Henbury Line, and the delivery of Filton Bank four-tracking in November 2018, which has dramatically improved service reliability for both regional and local trains, and paves the way for MetroWest Phase 2 services to Henbury and Gloucester. The extensive current local rail network already is the road-independent rapid mass transit system that the region needs, and with proper multimodal interchange at rail stations to buses and cycling has the potential to serve the whole region.

1. Comment on current Covid and climate crisis

FoSBR welcome the current emphasis by BCC on cycling and walking. However, we remind WECA that not everyone can cycle and indeed that trains are used by cyclists for longer journeys, and that trains can be supplemented by bus services serving rail stations. The current temporary measures are evidence that the government expects rail to resume its major role when normal conditions return. The timescale of the MetroWest engineering projects of the Portishead and Henbury lines, for which the funds have now been committed, means that they will be delivered after a Covid-19 vaccine has been found but well before the 2030 zero-carbon target, and getting on with the engineering work now will be a source of much-needed local jobs in the meantime.

2. MetroWest Phase 1A – direct half-hour services from Avonmouth to Bath and Westbury,

hourly from Severn Beach

a) FoSBR welcomes the announcement of funding for Bristol East Junction which paves the way for MetroWest Phase 1A to be extended to Westbury, but continues to urge WECA to continue to plan and implement MetroWest Phase 1A initially as a half-hourly service from Temple Meads to Avonmouth and hourly to Severn Beach. The current service to St Andrew's Rd and Severn Beach of once in every two hours is inadequate for businesses in the area, and increasing the Temple Meads to Avonmouth service frequency will enable social distancing for the anticipated return to work.

b) In the meantime we urge BCC to initiate discussions with Network Rail on selective and complete double-tracking of the Severn Beach Line as the pinch-points are known to cause delays even at present.

c) In the light of the climate crisis FoSBR would recommend that **no fare rise** be discussed, negotiated or implemented at this point, as the running costs to GWR have been covered by the pump-priming subsidy agreed by the Outline Business Case of £1.1 million, much as in 2008 by Bristol City Council for the Severn Beach Line.

d) As WECA has already committed £9m for capital delivery and the timetabling work is complete, BCC should urge WECA to honour its Outline Business Case

agreement to subsidise the MetroWest services for the first three years and complete negotiations to get the promised service as soon as possible. The committed monies from the Local Growth Fund should be spent in the current financial period to boost the local economy.

MetroWest Phase 1A should still be considered as the highest priority immediate contribution of local rail to air quality, and if implemented in 2020 would fall well within the current timescale of Bristol's Clean Air Plan.

3. MetroWest Phase 1B – the Portishead Line with a new station at Pill

FoSBR notes with pleasure the submission of the Development Consent Order for the Portishead Line and trusts that the planning work is proceeding well, and assures BCC of strong public support of the scheme, even as the planned hourly service with a 45-minute frequency in the early morning. We appreciate the need to expedite the current plans and to include Ashton Gate station at a later date. We would suggest that planning should commence on bus services to the Quays Road site to make sure that the whole of Portishead has car-free access to the new station.

4. MetroWest Phase 2 – services from Temple Meads to Henbury and Gloucester

- a) We note the approval of planning permission by both S Glos and Bristol for the Brabazon Arena and would urge that the MetroWest Phase 2 plans (Henbury Line plus services to Yate and Gloucester) be amended to include a full-length platform at North Filton as well as the proposal in the WECA JLTP4 for a direct connection to Bristol Parkway across the E-W chord on the Filton Diamond with alternating half-hour services to Parkway and Temple Meads.
- b) We urge that, with the completion of Filton Bank, WECA's JLTP4 proposal of a station at Constable Rd should be included in addition to a station at Ashley Hill.
- c) We continue to urge BCC to hold talks with Bristol Port Authority to resolve the issue of road access to the Port at St Andrew's Gate to enable a full Henbury Loop that uses Portway P&R for users of the Brabazon Arena, and suggest a study into a bridge at St Andrew's Rd station and/or internal roads linking to Holesmouth Bridge rather than an expensive dive-under.
- d) We continue to urge that the footbridge at Pilning is replaced so that Pilning can be used as a regional Park and Rail. We note that rail services could use the NW chord on the Filton Diamond to access the Brabazon from Wales.
- e) We appreciate the need for value for money at this time, but point out that the City Deal funds have been committed and that building the Henbury Line now will incentivise buyers and developers to build out the 8,000 homes in the Cribbs Patchway New Neighbourhood Scheme more rapidly, which in turn will deliver the ridership and modal shift that North Bristol needs.

5. Joint Spatial Plan (JSP) and Joint Local Transport Plan (JLTP4)

- a) FoSBR welcomes WECA's allocation of £2m to work towards an updated version of the Joint Spatial Plan, as we feel the concept of agreeing house-building together with transport is a good one. We suggest that the agreed Strategic Development Locations should all be served by local rail stations.
- b) FoSBR welcomes the committing of WECA funds for the delivery of Portway Park and Rail, and the studies into reopening Charfield Station and for Temple Meads East Entrance, and requests that BCC urge WECA to draw up a MetroWest Phase 3 rail strategy document, with a timeline and budget for the other stations mentioned in WECA's JLTP4 of Saltford, St Annes, Ashton Gate, and Horfield Constable Rd, with an assessment of station siting and rail service timetabling.

c) FoSBR notes that a bid to the Reverse Beeching fund has been submitted by Kerry McCarthy MP for St Anne's station. We would support the western site proposed as this is still 2km short of Temple Meads, further away than either Lawrence Hill or Bedminster, and there is ample room for a passing loop using the spare train tracks there. We would urge BCC to support the bid and to incorporate the plans in partnership with the Wiltshire Council bid for a service from Chippenham to Bristol via Corsham and Saltford. We urge that the present site for Keynsham Station is kept and that the new Saltford station should be at its old site to the east rather than at Pixash Lane.

d) FoSBR continues to recommend that the WECA Greater Bristol Area Rail Feasibility Study should include our [FoSBR Plan for Rail](#) proposals for stations at Coalpit Heath, Long Ashton, Chittening and Uphill, and include the remodelling of Westerleigh Junction, investigating the Westerleigh Oil Depot freight line and reinstating Ram Hill Loop, to facilitate the running of current regional services and delivery of the Thornbury Line, initially as a Park and Ride from Tytherington Quarry. In the mean time we commend the restoration of the footbridge at Pilning as Pilning (unlike Charfield) is to the south of Thornbury and on the main line to Wales (unlike Severn Beach). Pilning is also within cycling distance of the Severnside new employment and Cribbs Mall.

6. FoSBR supports bus travel and bus-rail interchange as part of the complete public transport solution, and urges BCC to work with FirstBus to make sure that all local rail stations are provided with signage on local bus services, such as at Lawrence Hill station where there is a frequent bus service to Kingswood, and Stapleton Rd where there are frequent services to Eastgate Centre and Fishponds. FoSBR would recommend that bus-rail interchange be fully developed before considering more expensive options such as an underground. FoSBR support the WECA mass transit plans as light rail and street-running trams on pedestrianised high streets, but would suggest that the Airport is already well-served by buses from Bristol and Weston super Mare, and that Nailsea and Backwell station is 11 minutes by taxi from the Airport along a good quality uncongested rural road.

7. FoSBR welcomes the new extensive WECA Local Cycling and Walking Investment programme and suggests that a similarly detailed plan, with maps, is drawn up for rail and bus services. FoSBR would urge BCC to ensure that future MetroWest rolling stock is not only zero-carbon but has cycle hire and extra space for bicycles for local services as well as cycle lockers at multimodal exchange hubs.

8. FoSBR notes the comments of Cllr Kye Dudd on the expense and timescale slippage of rail projects. FoSBR would recommend that the Mayor initiates talks with mayors of cities across the UK such as Nottingham, Manchester and Cardiff, who have much larger specialised transport staffing and more legal powers to commission and run both local rail and tram services.

Christina Biggs, Friends of Suburban Bristol Railways www.fosbr.org.uk

STATEMENT PS 13

Submitted by Jendaye Selassie

Subject: Rastafari Cultural Centre

The Rastafari Cultural Centre is a self funded grassroots organisation that is built on the Rastafari faith established in 1983.

Over the decades it has provided services open to all faiths and non.

Rastafari elder priest Ras Bandele Selassie not only provides spiritual guidance but practical support too.

The centre is a hub a community space where information is shared and discussions had between generations in the community.

Ras Bandele has given so far almost 40 years of service to the City of Bristol some people who use the centre cannot access other services due to many barriers including cultural.

2020 Has highlighted how valued and needed the Rastafari Cultural Center building is. Throughout the Covid-19 pandemic Ras Bandele had to close centre in line with the government guidelines, but the need of the service did not stop. He constantly made himself available by phone, offering support and information, however many users were unable to access the services in this way which demonstrates how important the building is.

Ras Bandele is now able to 'phase in' a much needed face to face service more recently as situation eased with the added pressure of an increase in demand as a direct result of the pandemic.

The centre covers all its costs with public donations and the sale of African arts and crafts only.

To take this building away you will be taking the services directly away from the most needed in society. And taking the only Rastafari based centre in Bristol.

These services delivered from this building cannot move online.

The centre is located in a very accessible part of Bristol and has been established at that address since the 1990s.

To take it away would be a huge loss to individuals, families and the community.

STATEMENT PS 14

Submitted by Martin Upchurch (on behalf of Bristol Stand Up To Racism)

Subject Colston Statue

We the undersigned wish to express our support for the protestors who tore down the statue of Bristol slave trader Edward Colston in Bristol on June 7th during the protest at the brutal police killing of George Floyd in Minneapolis.

We must remember the facts. Colston traded from Bristol in Africans during the early period of the slave trade in the 17th century as part of his role as Deputy Governor of the Royal African Company, which had a monopoly of the West African gold and slave trade. 85,000 Africans were taken from their homeland to be sold as slaves in the Caribbean in the company's ships. 12,000 were children, and a quarter of all slaves on the ships died. Their bodies were thrown overboard. All of them were branded. Such a crime would invoke criminal prosecution of mass slaughter and denigration of human rights in contemporary times. Colston was totally complicit in these crimes, but the rich elite of Bristol saw him as a person to be celebrated.

He died in 1721, but his membership of the Society of Merchant Venturers in Bristol served him well. The Society, along with other business interests in the city of Bristol proposed more than 150 years after his death to honour the man who had made it possible for them to become wealthy from the slave trade. A statue was proposed, to be paid for by public subscriptions. However, the ordinary citizens of Bristol did not wish to pay for such a statue, and in the end the statue was only built with a larger contribution from an 'anonymous' donor and finally erected in 1895. It was not a popular statue, as some have claimed, but rather a monument to Bristol's slave past and the wealth it produced for the city's rich elite.

The tearing down of the statue during the Black Lives Matter protest on June 7th was not a criminal act. It was an expression of anger not only with the killing of George Floyd but also at the complacency of Bristol's leading representatives over three centuries to the crimes that have been committed against black people. It is time Bristol faced up to its past. The city council and business community should now make a public apology for the role the city has played in the slave trade. We need to commemorate and remember the legacy of slavery.

No charges should be brought against any individual for bringing down the statue.

Avon and Somerset Constabulary should stop their investigations.

There should be no pressure from Priti Patel, the Home Secretary, to prosecute.

Colston Was the Real Criminal

STATEMENT PS 15

Submitted by Pat Ross

Subject: Care of black disabled children in Bristol

I would like to raise an issue around the lack of residential settings, respite, and foster care homes for black children (under 18) with disabilities within the local authority of Bristol.

My son aged 12 years who has complex needs including Autism was settled in a home in Westbury On Trym. In July 2019 without any warning the home was closed after concerns were raised by staff. (To date we have not been updated as parents regarding the outcome of this matter).

During a period of 7 months I was invited to view places outside of the county and as far as the West Midlands. An alternative facility has now been provided. What frustrates me is that this provision is not in Bristol where I reside and have lived for over 50 years. My son is now settled in a home in North Somerset. Although, he is well cared for, the residents within the area are predominantly white. He is already at a disadvantage of having complex needs and now having to deal with what I would call an identity crisis as he is aware of his ethnic background and that he is different from those who live around him. Most of his family live and work in Bristol. How will the council address the lack of black role models for this young boy, so that he does not grow up thinking he is not valued. Every child should be given the opportunity to share, participate in, and value different cultures and by doing so experience a broad, varied, and enriched life.

I have contacted Councillors' in the past regarding the lack of support for black children within the Social care system and to date I have not received any replies. Bristol is a diverse area and yet it struggles to meet the needs of the residents within its community, surely every Black disabled child matters.

STATEMENT PS 16

Submitted by Mary Page

Subject: Pay Gaps report, City of hope, and improving Inclusion

I see from the pay gap reports that the Council has made some progress on equality and inclusion. However, there is still a way to go on changing the outcomes and opportunities for people who identify as being BAME, disabled or women, in regards to well-paid part-time jobs. As a trade unionist you would expect me to be interested in working conditions and indeed I am. I am also interested though in enabling all to have a healthy work life balance. I believe that the outdated insistence on presenteeism and long hours culture is an unnecessary pressure across everyone's work life, but historically that pressure falls most on men, and if that is lifted it could enable the flexibility for everyone to have a healthier lifestyle.

We have seen through Covid 19 Lockdown that home-working has predominantly been welcomed, although there are those for whom, home is a less safe space or a more isolated space than a communal office. So we must not force it on anyone. However, I would like the Council to consider that in order to achieve the aspirations in the 'City of Hope' motion, that they should look to change the presumption on reasonable adjustments for an employee to have to prove why they can work from home, but instead that the employer should have to justify why the role/work can not be done predominantly from home.

This shift of perspective should apply not just to those with disabilities or caring commitments but should be available to all employees. You may ask why? I believe this could provide the liberation from pressure to conform to the long hours presenteeism culture. The reason that this is so critical is that it enables everyone. And as a disabled trade unionist woman I don't just want my working conditions to be better, I want us all to have better working conditions, fair pay and equal access to work.

There is with this presumption of a work from home option, the added opportunity that it could reduce the number of people commuting to centrally located offices, which critically could reduce the levels of traffic pollution in this city. So not only can it improve individuals work life balance, but it can improve our health through cleaner air in every aspect of our lives.

Full Council -7th July 2020

Agenda item 6 b

Public questions



Procedural note:

Questions submitted by members of the public:

- Questions can be about any matter the Council is responsible for or which directly affect the city.
- Members of the public are entitled to submit up to 2 written questions, and to ask up to 2 supplementary questions. A supplementary question must arise directly out of the original question or the reply.
- Replies to questions will be given verbally by the Mayor (or a Cabinet member where relevant). If a reply cannot be given at the meeting (e.g. due to lack of time) or if written confirmation of the verbal reply is requested by the questioner, a written reply will be provided within 10 working days of the meeting.



*point of explanation - where questions are the same topic they are on the same line. Where topics are different they have different lines.

Ref No	Name	Title	Intentions
PQ01 & PQ02	Thomas Pearce	Understanding Bristol's past and Bristol History Commission	Attending
PQ03 & PQ04	Oliver Fortune	Merchant Venturers	Attending
PQ05 & PQ06	David Redgewell	Public Transport and WECA	Attending
PQ07	Jake Emsley	Rail Investment	No
PQ08	Jake Emsley	Van Dwellers	No
PQ09	Suzanne Audrey	Bristol Energy	No
PQ10	Suzanne Audrey	Publication of Reports and Public Forum	No
PQ11	Colin Davis	Bristol's Clean Air Zone	No
PQ12	Andrew Varney	ELT Schools	Attending
PQ13	Andrew Varney	Quality of Slurry Seal process	As above

QUESTION PQ 01 & PQ 02

Subject: Understanding Bristol's Past and Bristol History Commission

Question submitted by: Thomas Pearce

1: Only through education can we come together in understanding Bristol's past, learning those lessons around class, race and gender, and work together for a more equal Bristol. Education is for all, even if adult education budgets have been decimated by the Government. I welcome the Mayors announcement of a "Bristol history commission" as the start of a city-wide conversation. Please can you provide any more detail on the members of the commission and the focuses of their work?

2: A current councillor has referred to a slave trader who played an active role in the enslavement of over 84,000 Africans (including 12,000 children) of whom over 19,000 died en route to the Caribbean and America as a "hero". What are your views on this?

QUESTION PQ 03 & PQ 04

Subject: Merchant Venturers

Question submitted by: Oliver Fortune

1: Can this council please explain why the society of merchant venturers were able to coerce the Downs committee to allow visitors to the zoo to park on the Downs until 2038 when the permits are usually reviewed every 5 years?

2: How many elected councillors here are members of the society of merchant venturers?

QUESTION PQ 05 & PQ 06

Subject: Public Transport and WECA

Question submitted by: David Redgewell

1: Would the Mayor ask the metro mayor and combined transport authority WECA - in with the recent statement by the secretary of state for transport on public transport services uplifts for the 4th July reopening of the economy for Public House s Restaurant Hotels and Guest Houses and hairdressers - when he intends to reinstate bus services on the following routes in the Evening s and weekends:

- 178 Bristol Bus station Bristol Temple meads, Brislington, Keynsham, Marksbury, Paulton, Midsomer Norton and Radstock.
- 96 Brislington , Knowles, South Bristol Hospital for minor injuries unit.
- X2 local Stopping service from Bristol Bus station to Ashton gate, Backwell, Yattton , Worle and Weston Super Mare.
- Y2 Bristol bus station to Yate and Chipping Sodbury.
- To provide an evening link to and from Fishponds from Yate for evening and night shift workers.
- T2 Bristol to Thornbury to provide a link between Gloucester road area Montpelier Station, Bishopston, Horfield, Filton and Cribbs Causeway Bus Station.
- Connection from Severn Side for evening and night workers.
- Route 19 Cribbs Causeway bus station to Bristol Parkway, uwe , Downend, Staplehill
- Hillfields, Kingswood ,Warmley, Cadbury Heath , Bitton , Kelson , Weston , RuH back entrance and Bath spa bus and coach station. No evening service for key workers.

The following 7 day a week services are not running:

- 37 the important link - Bristol Bus Station, Lawrence hill station, St George park, Hanham, Longwell Green, Bitton, Kelson, Weston, RuH back entrance, Bath Spa Bus Station.
- Service 35 , Bristol City Centre, Lawrence Hill, St George, Kingswood, Warmley and Marshfield so people can get to and from work.
- X5 Weston super mare, Clevedon, to Portishead and Cribbs Causeway Bus station bus reinstate to Cribbs Causeway Bus Station.
- 126 Wells Bus Station, Cheddar, Weston Super Mare .

As these are very important links will mayor push North Somerset Council and WECA mayoral transport authority to reinstate these services urgently and give a date for reinstatement and if needs be use contractors to run these bus service if First West of England do not have enough resources?

2: Will the Mayor of Bristol ask the metro mayor as Local Transport Authority to set up a customer service line for public transport enquiries - similar to the combined transport authority in the west Midlands, Liverpool City Region and Greater Bristol and to open up the WECA transport board to meeting in public and in line with Department for transport regulations and guidelines provided stakeholders consultation on changes to local bus, coach, ferry and rail services via public forum on Zoom, including stakeholders progress on North Somerset council transport department joining WECA mayoral transport authority.

QUESTION PQ 07

Subject: Rail Investment

Question submitted by: Jake Emsley

I was concerned to read the Cabinet Member for Transports rather ‘luke warm’ words on rail investment.

Can the Mayor please confirm as to whether he wholeheartedly supports the reopening of a Horfield Train Station?

QUESTION PQ 08

Subject: Van Dwellers

Question submitted by: Jake Emsley

The community of Horfield are constantly having to deal with the problems arising from van dwellers along key roads of the community. Many of these vehicles are now in an exceptionally poor state of repair.

Can I ask what the Mayor intends to do for local residents to finally fix this problem.

QUESTION PQ 09

Subject: Bristol Energy

Question submitted by: Suzanne Audrey

Question to Councillor Craig Cheney

Background

A recently published written response to my question at the Extraordinary Full Council meeting on 26th May 2020 indicates:

1] the total amount of money Bristol City Council invested in Bristol Energy Company before 5 May 2016?

Reply: £12m earmarked for investment prior to the 5th May 2016.

2] the total amount of money Bristol City Council has invested in Bristol Energy Company since 5 May 2016 when the current administration came to power?

Reply: £23m has been invested in Bristol Energy since the 5th May 2016.

However, through democratic services, I received clarification from the Mayor's Office stating the following:

1. Bristol City Council's investment (funds transferred to) Bristol Energy stood at approximately £3.8m on the 5th May 2016.

2. This was out of a total earmarked investment (funds allocated) of up to £15.8m which the estimate of the funds which the company would require to reach profitability.

3. In June 2020, the council's total investment (funds transferred in total since the establishment of the company) sits at £36.5m.

There is a discrepancy in figures provided for the funds invested in (transferred to) Bristol Energy by Bristol City Council since 5th May 2016 i.e. £23m or £32.7m

Question

Please can you confirm the correct figure for the total funds transferred to Bristol Energy since 5th May 2016?

QUESTION PQ 10

Subject: Publication of reports and Public Forum

Question submitted by: Suzanne Audrey

Question to Mayor Marvin Rees

Background

For the public forum of the Overview and Scrutiny Management Board meeting on the 8 July, written questions must be received at the latest by 5 pm on Thursday 2 July. However, the agenda indicates:

City Leap: This report will be made available on publication of Cabinet Papers on 6 July 2020.

Council Tax Reduction Scheme: This report will be made available on publication of Cabinet Papers on 6 July 2020.

This means members of the public will not be able to access the papers in time to ask questions at OSMB. This appears to be a regular occurrence and undermines public participation in OSMB meetings.

The Hundred Report (2017) raised concerns about the accountability of officers to Members other than the Mayor and Cabinet and stressed their responsibilities to the whole Council. I understand you accepted all the recommendations of that report including the recommendation that relevant officers be reminded of their responsibilities to backbench and Opposition Members.

Question

Please can you explain why papers for the agenda of OSMB meetings are frequently noted as being published in time of the following Cabinet meeting and consequently are not available until after the date when members of the public are required to submit their questions?

QUESTION PQ 11

Subject: Bristol's Clean Air Zone

Question submitted by: Colin Davis

When will Bristol's Clean Air Zone commence, and how many Bristolians are projected to die between now and then as a consequence of air pollution?

QUESTION PQ 12

Subject: ELT Schools

Question submitted by: Andrew Varney

Following on from my public statement in this meeting on the importance of ELT schools to the Bristol economy, could the mayor or his representatives agree to meet with the directors of ELC Bristol, and other language schools based in the city, to discuss what financial support the council can offer in order to help them survive the next few months until international students begin to return to Bristol?

QUESTION PQ 13

Subject: Quality of Slurry Seal process

Question submitted by: Andrew Varney

Across Brislington West over the last few weeks, pavements have been top dressed using the slurry seal process. However, as each pavement is treated, emails and phone calls come in from local residents complaining about the quality of the work. (See attached photos taken on Salisbury Road and Langton Court Road). Can the mayor assure local residents that the work will be inspected and any issues will be dealt with in a timely manner?



