

**Question(s) to the Mayor from Councillor Marg Hickman (Lawrence Hill)**

**Subject:** Colston

1. It is unclear that the Colston statue which until recently stood in our city centre did anything to educate people on the history of our city. How best does the Mayor think we do so, and move forward as One City?
2. How many people were trafficked and died as a result of Colston's involvement in the Trans-Atlantic Slave Trade and, more widely, as a result of Bristol's involvement and that of the United Kingdom and the then-British Empire?

**REPLY:**

Q.1 You're right, the Colston statue did nothing to educate until it was thrown in the harbour. As historian David Olusoga has recently said: statues don't teach us history, they're about honouring people.

The History Commission is key to the way forward; we have excellent people on the group and they will work to help us to tell our story in all its fullness. This is just about doing good quality history where we know the facts and are aware of the different ways of interpreting them.

Like many cities, our history is complicated and contradictory and we shouldn't hide from it. It is built on trade, manufacturing, education and on struggle. Our port and the airport are important elements; so are the universities and schools. As are slavery, tobacco, aerospace, and now the car industry and the high tech sectors. Manufacturing plays a big part and so does struggle and wars.

The struggles – revolts and riots, chartists, suffragettes, trade unions including dockers and general strikes, strikes of 80s and 90s, two world wars and the impact of older and modern wars on the city.

International migration, domestic migration, poverty and gentrification are important elements of our story. Why peoples families came to the city and also how everyone has moved around within the city. Why there is such a divide between wealth and poverty in our city; how we have 165 countries of origin; the history of faith and politics.

Statues only memorialise – they do not tell history and they often divide. There is a need to be contextualised within a museum and we will look at the role our museums have played and can play

We're reaching out to people with many different perspectives, elated at the statue being pulled down, those who sympathise with it coming down but don't like the way it happened and those who were dismayed at it coming down and feel they've lost a piece of Bristol.

It is inequality and marginalisation that leaves people vulnerable to a sense that they are losing their historical purchase on the place in which they live. Which is why we are committed to building an inclusive economy.

I am surprised that a lot of people have reacted by suggesting replacements; this is narrow thinking – are statues the way forward?

Let the history commission do its work and we can all consider how we best tell our stories and let people understand their own story.

Our ultimate aim must be to improve how we live with each other's differences

Q2. According to archive material from the museums, Edward Colston played an active role in the enslavement of over 84,000 Africans (including 12,000 children) between 1680 and 1692 when he was Deputy Governor of the Royal African Company, of whom over 19,000 died during the crossing to the Caribbean and America.

The RAC shipped more enslaved people than any other company in the history of the transatlantic slave trade.

Bristol ships are estimated to have been responsible for the carriage of approximately 500,000 enslaved Africans between 1698 and the end of the trade in 1808.

British ships carried an estimated 2,600,000 Africans to slavery.

Between 1501 and 1866, Europeans are estimated to have forcibly exported over 12 million Africans to the New World, around 2 million of whom probably died en route.

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

**Subject: CLARIFICATION ON COMMITMENT TO RAIL**

Q1. Following the recently reported comments of the Cabinet Member for Transport to the effect that ‘rail is not a great investment as it stands at the moment’, can the Mayor clarify whether this statement indicates a shift-change or cooling towards his much vaunted plans for a Bristol underground system?

Q2. Can the Mayor confirm whether or not he is still fully committed to rail as a mass transit alternative to the car or does he favour some other mode of travel instead?

**REPLY:**

Q1. Cllr Dudd was expressing his frustration at the relatively low ratio between the amount of money spent on rail projects and the growth of journeys to work in the Bristol travel to work area. There are comparatively low numbers of people in Bristol use trains to travel to work compared to other transport modes. We are backing rail and MetroWest and driving forward on the redevelopment of Temple Meads station as a transport hub. But we have a concern that a huge culture shift would be needed to ensure the investment is rewarded with a comparable growth of usage.

And what Kye is doing is being responsible with the public’s money. In Bristol, buses are the number one choice for public transport and he should be comparing the rates of return. The great fantasy some people have for rail travel isn’t always matched by its delivery and in this city buses are the number one choice of public transport.

We are fully committed to the mass transit project as part of our 15 year transport plan. What Councillor Weston should recognise is that a growth of rail will only take place if there is a transformative change in public transport in Bristol. Only a mass transit system will do that and the five mass transit lines we are working towards are crucial to a growth of public transport use.

Q2 If by some other form of non-private form of transport you mean things like buses, walking, cycling, e-scooters, ferry boats or our mass transit system then we are also committed to those.

But it is not zero sum. We are committed to those as well as rail as part of an affordable, inclusive, integrated transport offer.

**Question from Councillor Cleo Lake**

**Subject: ATONEMENT AND REPARATION FOR BRISTOL'S ROLE IN THE TRANSATLANTIC TRAFFIC IN ENSLAVED AFRICANS (TTEA)**

In the occasion that we do not get to the Reparations Motion that I have carefully crafted and submitted, I ask the following questions:

1. As called for by leading activists and academics with regards to reparatory justice, can the Mayor write to the Prime Minister to request that the UK government immediately establishes an All-Party Parliamentary Commission of Inquiry for Truth & Reparatory Justice to acknowledge, apologise and instigate reparations for the Transatlantic Traffic in Enslaved Africans (TTEA) the experience and extent of which is further understood by campaigners as the Maangamizi. Stop the Maangamizi Campaign: <https://stopthemaangamizi.com/>

2. Amidst the #BLM movement which indeed the council despite its decades of institutional racism has adopted as a slogan adorned as a footer on emails, I want to ask the Mayor what strategy and consideration is in place to protect and support long-standing black-led cultural institutions of the city that continue to be severely underfunded and under resourced. How can the council support them to thrive, either through direct council intervention or by brokering relationships with institutions in the city? Such institutions must include the Malcolm X Centre, the Kuumba Centre, the Docklands Settlement and the Rastafari Cultural Centre. This question is not a new one I think you will find a similar question in the Cabinet archives from 2016 when I challenged the reality of the Council signing off over 10 million pounds (that amount now increased) to the Hall formerly named Colston, when the cultural hubs in the Black Community were not even on the councils radar less still received any notable funding. It wasn't fair then and it isn't fair now.

**REPLY:**

Q1. For an issue as significant as this I suggest it would have been better to have brought a group of people together to discuss the ins and outs of it. The theatre of an unrepresentative Full Council doesn't serve this issue.

I would have suggested that the best way to progress an issue about this would have been to book in to have a chat with me about it sometime over the past four years to discuss what reparations means.

I would be glad to look at your draft of a letter and we can discuss it.

Q2. We are working with VOSCUR, City Funds, Quartet and Black South West Network to support our network of community voluntary sectors. This work is being led fantastically well by Asher Craig in the face of incredible challenge.

I have been stressing a need for people to understand racism. It is a system to impose and maintain political and economic inequality on black and brown people – that in a cruel twist depends in part on the subordination of many white working class people.

Our delivery on affordable housing, meaningful work experience, building an inclusive and sustainable economy, apprenticeships, tackling hunger, mental health focus on both the manifestation and the drivers of those underlying inequalities.

We have launched the Stepping Up programme which has seen the career progression (empowerment) of nearly 100 people from Black and Asian backgrounds. We have run City Leadership Programme which I launched in 2012 for high ability, high aspiration, young people from backgrounds of disadvantage.

In 2018 we helped ensure that a third of the Magistracy intake was from Black and Asian backgrounds – and we're just about to launch another round of recruitment.

We have launched a Bristol Lammy Review chaired by Des Brown. We launched the Commission for Race Equality with Professor Olivette Otele as chair.

Since I've come in the Black Professionals Network has launched and we've run planning sessions with Black and Asian people from around the world to work on systemic racism.

Unless you have that political and economy understanding that racism is about power, you'll end up with a solution that may sound good, but is more symbolic than practical.

**Question(s) to the Mayor from Councillor Anthony Negus (Cotham Ward)**

**Subject: ANTI-SOCIAL DISTANCING; WHAT IS A STUDENT HMO 'HOUSEHOLD' AND A RAVE THAT IS TOO BIG TO POLICE.**

A BCC officer has advised me that it has no control over social distancing and that it is the responsibility of Avon and Somerset Police. The Chief Constable's office has answered my concerns about how this is to be assured with:

"This is not an issue that the police are directly involved with or would seek to proactively manage. This is an issue for the university to consider, for the safety of their students, staff and visitors to their site...."

"Throughout, the National Police Chief Council have produced guidance for all forces on how to approach the policing of the Pandemic consistently and this has always revolved around our strategy; Engage, Explain, Encourage and as a last resort Enforce. Enforcement has been only for the most serious of breaches of the legislation and where the wider public safety was at risk."

"I ....suggest that the issue is raised to central government and Public Health England, recognising that this is a concern for different communities across the UK."

- 1. Will the mayor confirm the outcome of any exchanges between BCC and the police, central government and Public Health England about such engagement to establish how social distancing, considered to be the key to limiting the spread and preventing a second spike of this disease and the quickest route back to 'normality' is to be accomplished and under whose responsibility?**

**REPLY:**

The enforcement of social distancing in public spaces is a police matter.

We are in regular conversations with them and for example, share intelligence relating to potential mass gatherings. Myself and the Director of Public Health take every opportunity to highlight social distancing

I've been on Radio Bristol, Ujima and BCFM every week, and we issue regular newsletters. We funded radio adverts and trails during the first week of lifting of lockdown.

We continue to work with the Universities and the City Office to tackle the challenge the issue of students returning to the city.

**Question(s) to the Mayor from Councillor Don Alexander (Avonmouth & Lawrence Weston)**

**Subject: POVERTY**

1. Would the Mayor congratulate Marcus Rashford and everyone who has lobbied the Government to extend free school meals through the summer holiday period?
2. Can the Mayor outline why free school meals – and initiatives like Feeding Bristol – are so important to so many families in Bristol?

**REPLY:**

Q1. Marcus Rashford's input as a role model drawing on his own life experiences to call on the government to take action was fantastic.

Making sure our children are not left hungry has been a priority of ours. I want to thank Anna Keen, Helen Godwin, Kerry McCarthy and Andy Street and the whole Feeding Bristol network for what they've done over the last four years. You'll remember the campaign Bristol led with Leeds to get Government to change its policy and extend free school meals over the Easter holidays. We were deeply concerned about this summer and now we have this victory.

What is unacceptable is that we have hungry children and this is likely to get worse. Myself and other city leaders across the country have written to the government asking for the same action and they only responded when asked to do so by a premier league footballer with the inevitable heightened media interest.

However the decision is welcome. The decision will supplement the work we already do to help our most vulnerable families and will underpin the summer programme for children we're developing.

Q2. In Bristol, over 20% of all school-age children are eligible for free school meals. Since the beginning of lockdown the number of families applying for FSM eligibility has increased.

Research demonstrates that food insecurity carries a huge human cost which children are likely to bear for the rest of their lives, affecting their relationships, attainment, mental and physical health. Initiatives, such as Feeding Bristol, not only reduces this food insecurity by feeding children, but provides a wide range of additional resources that improve wellbeing for parents, children, volunteers, and staff.

**Question(s) to the Mayor from Councillor Geoff Gollop (Westbury on Trym & Henleaze)**

**Subject: ONE CITY MEETINGS**

As you know, I recently asked to attend the latest One City Gathering, and received the reply from your office that this was an event for partners only and not for Opposition Councillors.

1. How can the Mayor use the term “One City” to describe a gathering from which he specifically excludes Opposition Councillors?
2. ‘One City’ implies inclusiveness in seeking shared solutions to the numerous challenges ahead. Can the Mayor confirm what action he has taken to ensure that meetings of these gatherings or boards are geographically representative of all parts of Bristol?

**REPLY:**

Q1 The City Gathering is for city partners. Bristol City Council is a city partner and is represented by myself, senior officers, a small number of cabinet members and the Lord Mayor. There is no need for further representation from BCC and indeed, it’s important that BCC sees itself as a partner and doesn’t dominate the meeting.

In what other capacity would you be invited? There is no place for party politics.

Q2 We involve a range of stakeholders from right across the city, including groups representing a diverse range of communities.

The City Office brings together city partners who are in positions of influence and have the power to enact change in a way that the council alone cannot. The meeting is diverse, inclusive and extremely effective. We will continue to include community representatives and have had involvement from communities and partners across the city. We will continue to monitor city reach and inclusion.

**Question from Councillor Jerome Thomas**

**Subject: REPRESENTATION ON WESTERN HARBOUR ADVISORY GROUP**

**Background**

Currently the Western Harbour Advisory Group contains no representation of local political leadership in the form of the elected councillors for the wards where any proposed development would be located. These wards are Hotwells and Harbourside, Clifton, Southville and Bedminster. In light of the Covid crisis and the resulting financial crisis for the city, genuine cross party working is now more important than ever for Bristol.

**Q1**

Will the mayor accept an elected councillor from each of the wards, Clifton, Southville, Hotwells and Harbourside and Bedminster (4 in total) into the Western Harbour Advisory Group, so that any plans put forward have the best chance of cross party and community buy in?

**REPLY:**

This is not a political gathering. The point is to take it out of politics. The role of the steering group is to lead the initiative in the formative stages and also to bring together expertise and find the best way to consult with all interested parties, including the whole city and the residents who already live in the area.

The city councillors along with other interested parties will all be consulted and have ample opportunity to express their views, outside of the usual political channels you can also avail yourselves of.

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

**Subject: COVID RECOVERY**

1. Given that there will be more and more people out and about in Bristol and the problems regarding public toilets, has the Administration reviewed council provision in the short term, and if so what actions are to be taken?
2. Early on in the crisis, I submitted a written question asking what steps had been taken, by questioning, by this authority of precisely what Expenditure central government would cover. Given that there are now claims of uncovered expenditure, can this clarifying correspondence now be supplied please?

**REPLY:**

Q1. Temporary toilet blocks have been set up in the city centre at our cost. I am surprised that you think the council should foot the bill for all toilet provision. We have asked licensed premises in the city centre/harbourside area that are providing off sales, to open up their toilets for customers.

The further relaxation of lockdown measures from 4 July will see more venues opening which will increase toilet provision from the business toilets scheme. This scheme is a huge success and brings far more accessibility to toilet provision than the previous council only provision.

Q2. We will be bringing a budget update to Cabinet with full details of costs, government figures and a fully updated plan.

**Question(s) to the Mayor from Councillor Brenda Massey**

**Subject: EQUALITY**

Following on from the recent removal of the statue of Edward Colston, and the Black Lives Matter movement, as a Council and city we have been reflecting to how we ensure that everyone is treated equally, including citizens, staff, officers, and fellow councillors.

- 1 Can the Mayor confirm that the appropriate support is being provided to all staff, and indeed councillors, who have been affected by recent events?**
- 2 Can the Mayor confirm what changes have been made since 2016 to tackle long-standing institutional racism at Bristol City Council?**

**REPLY:**

Q1. We have a range of support available through our Employee Assistance Programme. This is also available for all ward councillors.

We have recently put in place access to bespoke counselling services for our BAME colleagues with a local organisation that delivers culturally appropriate and responsive social care support and talking therapies.

There have been webinars for all staff to attend which Asher Craig and myself have attended and spoken at with the Corporate Leadership Team. All leaders are talking with their teams about recent events and encouraging active employee engagement on these issues. Resources are available on the council Intranet 'The Source' and a Resource Toolkit is currently being developed. Free webinars on racism from a specialist organisation (Pearn and Kandola) in this field is available for all staff to access.

I am establishing History Commission to research and share Bristol's rich history and our local libraries are offering a much broader range of on-line books from black authors and subjects around the BLM movement,

Q2. New Equality & Inclusion structure and appointment of Head of Equality & Inclusion as a result of the Kamaljit Poonia report June 2018

Establishment of Race Equality Commission, Establishment of Bristol Race Equality Strategic Leaders Group

The Staff Led Groups have been relaunched following a review after we commissioned David Weaver to look at them and highlighted a number of

recommendations to strengthen these groups and build staff relationships particularly with a race focus

David Weaver also undertook a review of Bristol City Council looking specifically at race equality. The report highlighted a number of recommendations to support a transformation programme with a view to address structural racism

**Other initiatives:**

- Stepping Up
- City Leadership Programme
- Global Majority Teachers Network
- Black Professionals Network
- BSWN leadership supported to review
- Work experience

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

**Subject: PUBLIC TOILETS**

1. As the Council seeks to promote the economic revitalisation of Bristol in the wake of the COVID-19 crisis, does the Mayor envisage a belated change in the Administration's unpopular public toilet programme?
2. As part of getting various localised parts of Bristol 'back-to-work', could the Council consider providing temporary COVID-secure toilets at some strategic spots?

**REPLY:**

Q1. As the economic revitalisation continues more premises will be reopening, which will include those premises that have signed up to the Community Toilet Scheme which has been set up to replace public toilets in many areas. This scheme has been extraordinarily successful and offers far more access to toilets than the previous model.

Q2. Temporary toilet blocks have been provided in the city centre in addition to the twelve toilet blocks that have been provided in our Parks.

**Question(s) to the Mayor from Cllr Paula O'Rourke**

Subject: SUPPORTING LOCAL BUSINESSES

Boris Johnson tells us that we must be flexible and adaptable to allow businesses to use outside spaces while there is a need for social distancing. We value our local independent businesses and want to give them every chance to recover from the lockdown.

Businesses in my ward have asked to have parking bays suspended to use that space to put tables for their customers. In many instances, pubs and cafes have a licence or planning approval for tables on the pavement but they need to remove them to allow clear passage for pedestrians with some distance.

**QUESTION**

While I understand that revenue from parking is essential, small businesses will not be able to pay £20.25 per day for each parking bay suspended. Can the Mayor ask for this policy to be reviewed and reversed, as the Council needs to use its power for economic stimulus and not impose economic penalties on small local businesses?

**REPLY:**

It is not a penalty. In fact far from imposing penalties, we have taken a decision to suspend bays to allow expansion areas for business and reduce our standard bay suspension charges by 25% to support those businesses involved in the hospitality industry. This is a direct contribution to the economic recovery for the hospitality sector.

The Council is also currently providing free parking to NHS staff, carers and other key workers in response to the impact of the COVID 19 pandemic.

**Question to the Mayor from Councillor Tim Kent**

**Subject: Statement of accounts 18/19 & Procedure for approval of Exit Packages**

In the Statement of Accounts 2018/19 under Exit Packages a total cost for an exit package for an individual in 2018/19 is accounted for at £154,000. Was this sum approved by full council? Please lay out the procedures followed and if all the procedures as laid out in the council's constitution were correctly followed?

**REPLY:**

This sum did not need approval by Full Council. The sum relates to redundancy pension fund cost for staff member at Bristol Grade (BG) 15.

The Council's constitution (HR Scheme of Delegation) delegates authority for decisions at this level to the relevant third tier manager. This decision was made with HR and Finance Business Partner approval.

The Council's Managing Change procedure and Scheme of Delegation were applied correctly.

**Question(s) to the Mayor from Cllr Ruth Pickersgill**

**Subject:** ESOL provision

During this crisis, ESOL classes in the City have paused and it has revealed how particular communities like refugees and asylum seekers are marginalised in terms of digital exclusion. Most do not have the funds or hardware to use any digital materials that are made available and to learn on-line (and the asylum accommodation provided by the National Asylum Service does not even have wifi!)

Learning English is crucial for inclusion and economic and social health, and yet many ESOL community sector providers are struggling financially and free local accessible provision is likely to be lost. WECA now has responsibility for this area, but it is hard to see how they are prioritising it, as it is not even mentioned in their Local Industrial Strategy economic growth section, and yet refugees and their businesses are critical to economic regrowth. See: <https://ach.org.uk/news-and-features/how-restart-inclusive-economy-bristol-post-covid-19-report-fuad-mahamed>

**Question 1**

Obviously it is hard for ESOL learners to take part in strategic decision making, so how can you help to ensure that their voices are heard in WECA, and is there a way you can lobby for ESOL to be given the higher priority and the funding it deserves in their strategic planning and in any economic growth planning?

**Question 2**

As WECA also has some strategic responsibility for transport, would the Mayor raise this concern with them and urge them to remember Taxis are the only safe accessible public transport available to some people, and to ensure they are a key part of their public transport infrastructure planning; would the Mayor also work with Core Cities and MPs to put pressure on the Government to take the issues faced by taxi drivers more seriously and to finally implement the recommendations of the national Working Party on Taxi Licensing that has been ignored for a couple of years?

**REPLY:**

Q.1 We should remember we are a constituent part of the Combined Authority. It is a mechanism for us to secure extra funding.

Bristol's Community Learning Team (BCL) is ensuring that ESOL is been given a high priority in a number of ways:

- We have submitted an ESOL strategy to WECA, drafted with input from the ESOL Provider Network and Adult Education Partnership Board

- Digital poverty significantly affects speakers of other languages, and we have made an urgent request to WECA for digital skills development, connectivity and equipment.
- We have also made a case to WECA for changes to AEB funding rules, incl. free ESOL provision for all learners and ability to deliver ESOL on employers' premises.
- Our Bristol Community Learning Team lead on an ESOL Hub project ensuring access to assessment and provision for Bristol residents.
- During lockdown we have deployed bilingual staff to support learners to get online and join courses. We have also made loans of equipment. As a result we ran 8 ESOL courses with 59 learners.
- BCL also runs 9 online conversation clubs attended by 65 participants which contribute to building language skills and confidence, as well as community cohesion, but are currently under threat as funding is running out in July.

## **Q2.**

We continue to emphasise the importance of taxis as a vital part of our city and region's public transport offer although WECA does not have direct responsibility for taxi and private hire licencing.

As chair of the taxi forum, I know you have worked hard to deliver improvements for the trade and to lobby our neighbours for a level playing field in terms of licensing standards to support Bristol's taxi drivers.

We work closely with our MPs to lobby government to implement the recommendations of the Task and Finish Group on Taxi and Private Hire Vehicle Licensing, particularly with regards to consistent standards across licencing authorities.

I recognise the pressures this pandemic has put the taxi trade under. I'm pleased we've worked with the trade to introduce guidance about screens and cleaning – the public can be secure in the knowledge that taking a Bristol-licenced taxi is a safe way to travel in Bristol.

It is long recognised that taxi legislation needs to catch up with the evolving market and it is an integral part of our transport network.

**Question(s) to the Mayor from Councillor Kevin Quartley (Bishopsworth)**

**Subject: FLY-TIPPING AND THE NEW SOUTH BRISTOL RECYCLING AND RE-USE CENTRE**

**1. Firstly, may I take this opportunity to congratulate Council employees for their sterling efforts tackling the Coronavirus crisis among Bristolians. I have read in the national media that fly-tipping has soared during ‘Lockdown’. What is the experience in Bristol?**

**2. Whilst appreciating that the City Council’s efforts recently have rightly gone into tackling COVID-19, do we now have a rough timescale for developing the planning-consented South Bristol Recycling & Re-use Centre?**

**REPLY:**

Q1. Thank you for noticing and acknowledging the work that so many of our staff are doing.

I am pleased to say that the Bristol has bucked the national trend. During Lockdown for the first three months of April, May and June the number of fly tips reported on average has dropped by 23%.

Bristol avoided suspending services as quickly as other Councils e.g. Reuse and Recycling Centres, garden waste and bulky collections were suspended for shorter periods than most of our neighbours.

Q2. Thank you for raising this important question.

Bristol Waste is in the process of awarding a contract for enabling works which will commence within the next six weeks.

The procurement of the main building contractor will be undertaken in parallel with the enabling works, with the construction phase then expected to commence in autumn of this year and run through to summer 2022.

**Question(s) to the Mayor from Councillor Clive Stevens**

**Subject: ‘CLEAN AND INCLUSIVE GROWTH’ IN THE SPATIAL DEVELOPMENT STRATEGY**

Dear Mayor - At the last WECA meeting the goal of “clean and inclusive growth at the heart of policy“ was reiterated in the context of the replacement of the JSP with the new “WECA + North Somerset Spatial Development Strategy“. The first meeting for Bristol Councillors’ input is scheduled in **August**. I am wondering if you could update me please on the application of both goals as they relate to Planning.

1) Clean growth: As it relates to Planning depends on the Government’s decision on the Future Homes Standard and especially clause 4 regarding the ability for BCC to locally enforce planning policies that require carbon neutrality of buildings before 2050. In Bristol we have been targeting 2030 in our Draft Local Plan. Could you update me please whether BCC can still do this or whether we can now target 2050?

2) Inclusive growth: As it relates to Planning links to the average house price to income ratio and affordable housing need. Lack of inclusivity seems to be at the heart of the national planning process: A landowner will offer up their land for reallocation for housing, if accepted, the land price will rocket and then once planning permission is applied for, the number of affordable homes that can be achieved via developer contributions is reduced because the land price is now too high. Could you update me please whether the same process is being followed again or if something different will be tried this time?

**REPLY:**

Clean and Inclusive growth will be sought through the development of high level strategic planning policy in the Spatial Development Strategy (SDS) and the review of the Bristol Local Plan. The statutory planning documents will be informed by the 17 UN Sustainable Development Goals, and consistent with the National Planning Policy Framework, planning legislation and regulations in place.

1) Clean Growth:

Carbon neutrality by 2030 was adopted as the goal of the City Council, remains so and will be incorporated in future iterations of the Local Plan.

2) Inclusive growth:

The SDS will identify the need for affordable homes in the WECA area. The Local Plan will continue to seek to maximise the delivery of affordable housing through the planning process, but will be constrained by national regulation and the planning acts on how this can be achieved. As far as land values are concerned; government is clear that these must be based on Existing Use

Value plus a premium to the land owner to incentivise them to bring the land forward for housing. Hope value and allocation value will not be considered.

**Question(s) to the Mayor from Councillor Anthony Negus (Cotham Ward)**

**Subject: WHOSE BIN PAYING?**

In this unusual year when the British Heart Foundation's Big Give recovery of recyclables is not operating, the student Move Out process has been part funded by the Universities and Bristol taxpayers through the Bristol Waste Company:

1. Will the mayor confirm the level of contribution made by the students' private landlords, who make no contribution to council finances, and if he believes that this subsidy of the private sector reflects a fair allocation of taxpayers' money in difficult times?

**REPLY:**

In the absence of the British Heart Foundation's Big Give, the Council's Waste Client Team has developed a Partnership with Universities of Bristol and West of England to provide a collection service for students moving out of their accommodation.

The aim of the partnership is to collect the unwanted goods from students moving out to minimise any nuisance/inconvenience to residents living in heavily student populated areas and to maximise the amount of items collected for reuse and resale through the Avonmouth Reuse Shop.

The universities have agreed to jointly fund the collection of goods for the student move out up to £11,000. The Council is aiming to cover the cost of disposal with the income generated from the sale of reusable items through the Avonmouth Reuse shop.

Landlords have been encouraged to purchase additional services for any clear-out required following the student move out via commercial contractors

We hope that the BHF programme will be reinstated for next year.

**MEMBER FORUM – 7 July 2020**

**QUESTION: LABOUR: Q5**

**Question(s) to the Mayor from** Councillor Jo Sergeant

**Subject:** COMMUNITY INFRASTRUCTURE LEVY (CIL)

I am sure we are all shocked by the actions of the (at the time this question was submitted) Secretary of State for Housing, Communities, and Local Government with regards to the Westferry development in Tower Hamlets.

1. In case anyone thinks his actions were acceptable, could we have a quick explanation of the importance of the payment of Community Infrastructure Levy (and provision of affordable housing) by developers in Bristol?

**REPLY:**

Bristol was one of the first councils to introduce CIL, and we have been operating a CIL regime since 2013. CIL is a non-negotiable levy based on a schedule of rates for different uses. It provides vital funding for both local and strategic infrastructure that is needed to support the growth of the City. As of 30 June 2020, approximately £37m of CIL funding has been received by the Council.

Affordable housing is secured via Section 106 Agreements, in accordance with our Local Plan policies. These require that individual scheme viability is considered, and therefore the percentage of affordable housing secured can vary from scheme to scheme. Over 1,000 affordable properties have been secured via Section 106 Agreements, over the last decade.

These contributions are essential for the amazing house building projects we have already started. They've unlocked improvements and investments in our communities and help make Bristol a place where no one is left behind.

**Question(s) to the Mayor from Cllr Matt Melias**

**Subject: RAPID EXPANSION IN ADULT LEARNING PROGRAMMES**

Q1. The long term impact of COVID-19 (and winding down of the furloughing scheme) on the jobs market is uncertain but our region is sure to experience a rise in unemployment and certain skills shortages. Does the Mayor agree with me that giving adults access to high quality retraining programmes will be incredibly important to assisting in our economic recovery?

Q2. Will the Mayor agree to work closely with his counterparts in WECA to secure the extra capital investment needed to accelerate and expand existing plans for reskilling those newly made unemployed for the changed world of work?

**REPLY:**

Q1. Yes, you're completely right to recognise the significant challenges our economy will face and thank you for raising it. I hope you will support our calls to government for support for the aviation industry, a key area for jobs and our economy that faces a longer recovery period than others.

Our Employment, Skills and Learning Team is applying to the DWP for support so we can match more unemployed adults with skills courses and local job vacancies supported through the Ways2Work 'one front door' and our Future Bright career coach service.

Through the Learning City Partnership, we are also bringing local post 16 and adult skills providers together to develop a collaborative skills and training offer that takes account of new social distancing requirements and can respond quickly in the event of Covid.

Q2. I keep saying this but we are the combined authority. We joined WECA to make sure we could secure additional investment in our communities.

Bristol Community Learning (BCL) has a critical role in providing high quality courses for adults with significant barriers to learning and work. We are strengthening provision for those furthest removed from work through employability courses and work placements with local employers. We have requested that in WECA, funding for digital skills development, connectivity and equipment as these present a significant barriers for many people in our hardest hit communities.

**Question(s) to the Mayor from Cllr Martin Fodor**

**Subject:** e-scooters

- Forbes.com reports on scooters and issues need to be clarified:
- “Legislation to allow U.K. local authorities to roll out e-scooter trials will be unveiled at the end of the month. Cities around the world have seen an explosion in use of these powered two-wheelers, most of them hired, via apps, by providers such as Lime and Voi.
- However, e-scooters have not been road legal in the U.K.—the legal framework to enable cities to start e-scooter trials is expected to be announced on June 30.
- Only selected rental e-scooters will be permitted to take part in the trials; it will remain illegal to ride privately-owned e-scooters anywhere apart from private land.
- Transport secretary Grant Shapps announced the go-ahead for an accelerated trial of e-scooters in a press briefing on May 9. As well as announcing £250 million for pop-up cycleways and widened sidewalks—part of a £2 billion package to boost cycling and walking—he said he was “fast-tracking trials of e-scooters, bringing this program forward from next year to next month.”
- He was doing this, he said, “in a bid to get e-scooter rental schemes up-and-running in our cities as fast as possible” to “reduce car use on shorter journeys.”
- The trials will allow companies to offer rental e-scooters to adults only. Hirers will need driving licenses, either full or provisional, but won’t need to wear helmets. The e-scooters will be allowed to be ridden on roads and cycleways, but not on sidewalks or shared-use cycleway/sidewalk combos.
- The e-scooters on trial will be limited to 12.5mph.
- It’s believed more than 40 U.K. local authorities have expressed an interest in being part of the trials with the first cities to get rolling expected to Birmingham and Coventry.
- The Parliamentary Advisory Council for Transport Safety (PACTS) is opposed to the government’s trial of e-scooters. The charity released a statement saying that “once e-scooters hire trials go ahead, it will be taken as a green light for individuals to purchase and use their own e-scooters on public roads and elsewhere.”
- The statement adds: “Many e-scooters owners will not realise—or will simply choose to ignore—any legal distinction. The police will be placed in an impossible situation and be unable to enforce the law.”
- PACTS also believes e-scooters do next to nothing for public health, and don’t encourage motorists out of cars.

- “From evidence and experience around the world, it is now very clear that the public benefits are illusory and the disbenefits substantial, at least in a European context,” says PACTS.
- “E-scooters are not active travel,” adds the charity.
- “They involve no physical exertion and provide no health benefit to the user. Because e-scooter largely replace walk, cycle and public transport trips, all of which involve physical activity and have the associated health benefits, e-scooters will tend to reduce active travel.”
- Sidewalk storage of e-scooters is also of concern to PACTS.
- “If e-scooters are legalised for use in the U.K., some people will use them on footways, for convenience or personal safety. The police will be largely unable to prevent this—they do not have the resources and they have enough other priorities.”
- The charity is also worried that e-scooters will be a trip hazard for pedestrians.“
- Bristol has been interested in the trial since the start, and I welcome the participation. However there are a range of important issues about them that need clarifying:
  - Access to them for those with no driving license;
  - Safety for pedestrians;
  - Safety for cyclists;
  - Safety for e-scooter users;
  - Trip hazards on pavements;
  - Adoption private scooters, which are increasingly in use in the city;
  - The knock on effects on more active modes of travel like walking, cycling, and use of buses;
  - Segregation of users in the city, where few safe, segregated cycle tracks yet exist - things are already very muddled due to the lack of effective segregation;
  - Lack of enforcement of parking in cycle tracks
- **Q can the Mayor explain how all these issues are expected to be resolved?**

### **Reply:**

We put Bristol front and centre in the e-scooter trials. 18 months ago, with Bird as our partner, we put forward a detailed proposal to the DoT for Bristol to be the first trial city. It has taken a bit longer but on the basis of our earlier work, there is no surprise Bristol and the West of England have been selected as a trial area.

While I acknowledge the issues raised, there is no doubt e-Scooters can be a major contributor to reducing congestion and cleaner air. I'm pleased you welcome the trial too despite your rather negative question.

These issues raised have to be explored through the pilot:

- a. In relation to access to e-scooters for those with no driving license, this won't be permitted for the trial
- b. In relation to safety for pedestrians, using e-scooters on pavements is illegal (to be enforced by the police). There may be options to limit speeds in areas such as shared space. This is being worked on
- c. In relation to safety for cyclists, all road users are expected to use their vehicles safely. Individual user behaviour is obviously sometimes a challenge to influence / enforce.
- d. In relation to safety for e-scooter users, the DfT will be setting vehicles standards for the trial
- e. In relation to trip hazards on pavements, users will be required to park scooters safely. We will look at penalties to operators if there are parking issues.
- f. In relation to the adoption of private scooters, which are increasingly in use in the city, these will continue to be illegal. Enforcement is a police matter
- g. In relation to the knock-on effects on more active modes of travel like walking, cycling, and use of buses, one of the objectives of the study is to monitor what happens with respect to this
- h. In relation to the segregation of users in the city, where few safe, segregated cycle tracks yet exist, e-scooters will be permitted in the same places as bicycles. They will not be permitted to be used on pavements.
- i. In relation to the lack of enforcement of parking in cycle tracks, scooter companies would be required to remove scooters causing obstructions

We are currently in the process of procuring a partner for the trial.

**Question(s) to the Mayor from Councillor Tim Kent (Hengrove and Whitchurch Park Ward)**

**Subject: NEW POLICY FOR TOP UP FUNDING**

A new policy from the administration and the awarding of top up funding for children with SEND has been implemented. The new policy seems to pay no regard to need or evidence submitted, but merely awards mid-band sums despite evidence, need and provision of an EHCP.

1. How many applications have been made under the new policy; how much was awarded and what was the total of all applications; how many of these children had EHCPs and how many were not awarded the full sum applied for despite the requirement to meet provision?

**REPLY:**

In these very different times we have had to adapt the way we do things, usually at pace, and ensuring we adhere to the most recent Government guidelines and requirements. In relation to Top Up there is not a new policy or system rather a temporary measure during the COVID-19 period.

All existing Top Up funding was continued without review.

289 new or applications for increased sums were submitted of which 25 were incomplete. Therefore, 264 applications were considered under the COVID 19 Direct Award measure.

Out of the 264 applications, 136 had an EHCP. 108 with an EHCP were awarded the band applied for. From the remaining 28 work is being undertaken with the educational settings as the paperwork was incomplete or the figure was outside the band applied for.

51 applications were received requesting an increase for pupils with an EHCP in special schools. These applications received the requested Band and funding in line with the special school banding.

The Top Up process is still underway with educational settings being updated on the decisions made at 3 pm on Friday the 3rd of July. The final verified total figure of all applications is scheduled to be available on Wednesday 8th of July 2020.

**Question(s) to the Mayor from Councillor Claire Hiscott (Horfield)**

**Subject: TRIAL OF SOLAR SHEETS**

Q1. Solar technology is evolving all the time. Can the Mayor confirm whether or not the Council's environmental research facility (CREATE) has been able to evaluate the latest lightweight systems such as flexible cells or the even more versatile solar sheets?

Q2. If so, how do these new models compare in terms of cost, performance and durability to traditional photovoltaic cells? If not, when can we expect such trials to be made?

**REPLY**

Q1. You might have perhaps misunderstood the role of the CREATE Centre - it is mainly a shared workspace and exhibition space and does not have a research capability.

The city council has not itself evaluated the new solar panel technologies

Q2. Our current focus is on the deployment of standard crystalline silicon panels. Production techniques have reduced the cost of a typical house to approximately 1/3 of that 10 years ago and there have been improvements in efficiency too.

Novel solar technologies have a range of pros and cons and officers will reply directly to you with more details if you wish to take this up with them.

We have no plans to test them at the moment but are happy to look at innovation projects in the future.

**Question(s) to the Mayor from Councillor Chris Davies (Knowle Ward)**

**Subject: DIPLOMACY IN ACTION**

1. Does the Mayor think that having a leaked letter complaining about exclusion of himself by the Metro Mayor is productive in building trust with central government?
2. Does the Mayor see that elected Bristol Councillors and the public, who voted them in, will find considerable irony in the complaint coming from him?

**REPLY:**

Q1. I doubt the leak has been paid much attention by anyone.

Q2. I was elected directly by the city to represent their interests and continue to do so. Bristol councillors relationship with electors in their wards is a matter for each of them.

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

**Subject: BRITISH SIGN LANGUAGE**

Q1. The Mayor may be aware that there has been a long-running campaign to create a GCSE in BSL. Such a change gives deaf children the opportunity to gain an important language qualification. This would also encourage more students to acquire a useful social skill. Government is keen to consult on this proposal shortly. Will the Mayor support any move to give BSL full academic accreditation?

Q2. Once this consultation has been launched, can the Mayor confirm that he will share any response to the DfE prior to its formal submission?

**REPLY:**

Q1. Prior to the election in December 2019, the government indicated they were aiming to introduce a GCSE in British sign language as soon as possible and that they were working with subject experts to develop draft subject content. I am committed to supporting any move to give BSL full academic accreditation and would be happy to work with you to write jointly to government, if you think it would help?

Q2. At this time we are still awaiting a formal consultation on the proposal. We will support the development of a BSL GCSE and will provide a response to the consultation when it is published. I will ensure that a draft copy of the consultation response will be made available before it is submitted.

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

**Subject: Vehicle Dweller Encampments**

These unauthorised sites on highways continue to be a major source of concern for residents in my ward. The Council's policy on this states that "Bristol City Council in partnership with Avon and Somerset Police will determine whether a vehicle dwelling encampment is high or low impact..."

**Question 1**

**Please can the Mayor provide a list of encampments which are currently monitored under this policy, and for each one specify:-**

- (a) Whether it is currently assessed as high or low impact?
- (b) When that assessment was last reviewed?
- (c) On what evidence the assessment is based?

**Have the total numbers of people living in vans increased or decreased over the last 12 months?**

**REPLY:**

Q1 This is a citywide issue and one that doesn't have a simple solution. There are many reasons people live in vehicles: accommodation costs, complex needs of some vehicles dwellers and sometimes it is a lifestyle choice.

Currently there are thirty-nine locations across Bristol where vehicle dwelling encampments. Up to date information of each location and dates of visits are available on the council's website.

<http://bcc.maps.arcgis.com/apps/webappviewer/index.html?id=19d5f9f36a5b46c99df9a4a7e5506c71>

The following encampments are considered as having a high impact:

- Maurice Road (St Andrew's)
- Kellaway Avenue (Horfield/Bishopston)
- Parrys Lane (WoT)
- Co-operation Road (Greenbank)
- Mina Road and streets in the vicinity (St Werburgh's)

A full survey of vehicle dwelling encampments was carried out during week beginning 23 March 2020, prior to lock down. This survey was to identify vehicle

dwellers who wished to move into temporary accommodation (hotels) or temporary vehicle camp sites.

A further full survey was carried out in May 2020; Assessments of encampments since March are undertaken usually within 2-3 days of an enquiry being received.

Evidence is generally derived from the police and witness statements, photographs and videos, and officer observations.

Q2. From June 2019 to March 2020 officers have observed an increase in numbers of occupied vehicles.

The May 2020 survey revealed the number of people living in vehicles was decreasing. The number of occupied vehicles on the highway had decreased from approximately 150 to 60 (45 vehicles moved to temporary sites).

June 2020 survey found vehicle numbers were starting to increase as formerly vacated vehicles were being reoccupied. There has been an increase in previously unrecorded vehicles in Bristol. A number of new arrivals have said that they would normally be working at Festivals over the summer but as these have been cancelled are looking for alternative employment.