

Full Council -8th December 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 a person has asked two questions on the same topic they are on the same line. Where topics are different they have different lines.

Ref No	Name	Title
PQ01	Eileen Means	Cladding in Bristol
PQ02	Alex Hartley	#EndOurCladdingScandal campaign
PQ03	Suzanne Audrey	WECA amended motion
PQ04	Suzanne Audrey	Jubilee Pool motion September 2020
PQ05	Steven Smith	Bristol Airport Expansion
PQ06 & PQ07	Robin Nash	Cladding
PQ08	Jackie Head	Bristol Airport Expansion
PQ09	Jonathan Hucker	Scotland Lane
PQ10 & PQ11	Anne Lemon	Bristol Airport Expansion
PQ12 & PQ13	David Redgewell	Membership of North Somerset within WECA
PQ14 & PQ15	Dennis Gornall, Hotwells and Cliftonwood Community Association	The Mardyke Steps
PQ16	Tom Bosanquet	St Lukes Road
PQ17	Barry Cash	Bristol Bridge
PQ19	Ed Plowden	St Luke's Road Windmill Hill
PQ20	Tom Phipps	Bristol South Swimming Pool, Dean Lane Southville
PQ21	Heather Mack	Loss of green space for Bonnington Road development
PQ22	Emma Edwards	The Expansion of Bristol Airport
PQ23	Richard Baxter	Bristol Airport Expansion



QUESTION PQ 01**Subject: Cladding in Bristol****Question submitted by: Eileen Means**

Many of the newer apartment blocks in Hotwells and Harbourside, the City Centre and elsewhere in Bristol have been found to have defective (cheaper) cladding that is a building safety risk to residents who bought their apartments in good faith. Given that Bristol City Council approved these developments via its Planning processes, is the Council making any plans to support the hundreds of leaseholders – indeed likely to run into the tens of thousands nationally – whose lives are being blighted by being unable re-mortgage, sell or to borrow on their properties and whose lives are frozen in limbo?

These people are trapped, unable to move on with their lives with many fearing that they face bankruptcy and homelessness as they are unable to find the massive charges being passed down the line by Freeholders and developers.

Response

- Three-and-a-half years on from the tragic fire at Grenfell Tower, there is still a real lack of clarity from the Government on how to tackle remaining cladding issues. Justice4Grenfell, the Fire Brigades' Union, and other campaigners are right to continue to highlight dangerous building materials and need for stronger regulations.
- Bristol residents remain understandably worried about if and when cladding will be replaced, who will be doing the work, and who will be footing the bill. I recognise some leaseholders will struggle with the terms of their lease or ability to sell their property.
- In the meantime, around the country, concerning reports are emerging of leaseholders not being able to move or sell due to a shortage of certified inspectors; properties being mis-advertised amid a market crisis; freeholders refusing inspections; and forms being signed off by unqualified persons. This issue cuts across a number of national government departments – demanding both major attention and, most likely, several billion pounds worth of funding.
- We need clarity and funding from Westminster and, [on my blog](#), I have set out why I am backing the End Our Cladding Scandal campaign.
- At Full Council on 8 December, I voted for [a cross-party motion](#) on these issues – strengthened by Councillor Nicola Beech, my Cabinet Member for Spatial Planning and City Design. While only national Government has the resources to fund a comprehensive solution, options are being explored for how the council might be able to support Bristol residents.



QUESTION PQ 02

Subject: #EndOurCladdingScandal campaign

Question submitted by: Alex Hartley

Mayor Rees, do you support, like your Labour colleagues, the Mayor of London and the Mayor of Manchester, the 10 demands of the #EndOurCladdingScandal campaign?

Response

- Yes – we need clarity and funding from Westminster and, [on my blog](#) as well as in my answer to PQ01, I have set out why I am backing the End Our Cladding Scandal campaign.
- At Full Council on 8 December, I voted for [a cross-party motion](#) on these issues – strengthened by Councillor Nicola Beech, my Cabinet Member for Spatial Planning and City Design.
- While only national Government has the resources to fund a comprehensive solution, options are being explored for how the council might be able to support Bristol residents.



QUESTION PQ 03

Subject: WECA motion

Question submitted by: Suzanne Audrey

Background.

At the last Full Council you voted for the following amended motion.

Council calls on the Mayor and Chief Executive to

- meet urgently with other WECA authority leaders to agree a financial settlement
- review the methodology for distributing WECA funds and a clear governance arrangement
- publish the statutory consultation on North Somerset joining WECA.

Question.

Please can you provide an update on the progress you have made on these agreed actions?

Response

- I met with WECA leaders and the leader of North Somerset last week.
- As was clear during the debate you refer to, we need government to engage and at this point that is not happening.
- Without investment from the government any merger would reduce the investment in Bristol and be bad for Bristolians.
- I have repeatedly asked for a governance review and have written to Mayor Bowles. We are yet to see progress on this issue.
- We cannot publish the consultation until we know the terms of the deal.
- Worth adding that the government deadline for a merger has now passed.
- I have made details available on my blog.



QUESTION PQ 04

Subject: Jubilee Pool motion

Question submitted by: Suzanne Audrey

Background.

In September, in relation to the closure of Jubilee Pool, a motion was passed at Full Council calling on you, as Mayor, to:

- (i) extend the current consultation for a further month to enable further exploration of options;
- (ii) establish a cross-party group comprising relevant cabinet member(s) and councillors, working to look at potential solutions including those discounted in the consultation (reopening with additional funding; finding a new contractor; taking the service in-house; awarding the service to a community trust; and a CAT.
- (iii) continue to work to assess options on how to honour the previous agreement made with the provider Parkwood Leisure to maintain this public amenity until at least 2022.

The working party was established and, after several meetings and considering the available evidence, made the unanimous decision to ask you to open the pool as soon as possible while further solutions were considered. However, in response to my question to Full Council in November, you stated:
"Regarding Jubilee Pool, the working group has again taken an easy option and made a political point without regard to the council's stretched resources."

Your ex-cabinet member Paul Smith, in common with many others across the city, has expressed concerns about the future of local democracy under an elected Mayoral system if backbench and opposition councillors are treated as 'window dressing'. Unfortunately, it does seem that the councillors on the Jubilee Pool cross-party working group are being treated as 'window dressing'.

Question

Please can you explain the purpose of the Jubilee Pool cross-party working group, if their recommendations will be dismissed unless you agree with them?

Response

- I wrote to the cross party working group and asked them to look a community led solution and a long term solution for the pool.
- We continue to be in discussion with the operator.
- As has been previously explained Paul Smith was referring to the need to change the role of councillors under the mayor model.



QUESTION PQ 05

Subject: Bristol Airport Expansion

Question submitted by: Steven Smith

Considering the urgent need to reduce carbon emissions and tackle climate change, can the Mayor and all councillors please confirm they will oppose the expansion plans of Bristol Airport?"

Response

I appreciate your concerns regarding the environmental impact of the Bristol Airport expansion, but there are a number of factors at play with regards to the decision-making process.

Firstly, Bristol Airport is situated within the local authority boundary of North Somerset Council. The question of the expansion is their planning decision to make and we have respected their authority on the matter from the beginning. The decision is now with the planning inspector.

Secondly, I understand and agree with the environmental concerns many people raise about the impact on the climate caused by air travel. However, I am not convinced that by blocking the expansion of Bristol Airport alone, without actions on demand, we will reduce environmental impact, and we may even make it worse.

Bristol Airport does not exist in a vacuum. It is part of our national aviation infrastructure and the international problem of flight emissions. Be that congestion and inefficiencies overhead contributing to emissions, or schemes to encourage transition airlines to new or lower carbon fuels. Some experts estimate that modernising UK air space and making flight paths more efficient could reduce the amount of fuel used by up to 20%, significantly reducing emissions. As well as potentially impacting demand, introducing a fuel tax could generate an estimated £10 billion annually to invest into Green New Deal initiatives.

This exceptional year aside, demand for air travel is increasing nationally and across an increasingly interconnected globe. It appears to me that we currently have a government that is not committed to reducing this level through demand management with steps such as taxation of air fuel, or frequent flyer charges. It seems likely to me, that demand will continue to increase. The issue then is to manage that demand.

Bristol Airport itself does not increase air travel, but facilitates it locally.

If Bristol Airport does not expand, those flights will continue to take off, because Bristol, even with a cap of passengers, is not the only choice. The flights will leave from other regional airports such as Manchester or Birmingham, or using a new third runway at Heathrow. Heathrow is already the UK's single biggest carbon emitter and a third runway there alone is estimated to likely exceed the annual emissions of several major economies. Moving demand from Bristol Airport to Heathrow risks making that more likely.

This movement presents a problem, as these air passengers travel from our region, the South West and South Wales to airports in other parts of the country (in usual years, almost 8 million passengers



from the South West fly from London Airports), in many cases passing right by Bristol. This would result in a larger carbon impact per journey due to the need to travel hundreds of miles to other facilities.

Finally, it would mean that those areas with airports will benefit from the direct jobs and supply chains, and Bristol will be overlooked. At a time of considerable uncertainty for many people in this sector, we have to be real and honest about what the economic implications will be for our city. Jobs and employment have never been the only reason to support the expansion, but they should never be overlooked as unimportant either, especially so close to south Bristol, an area which needs access to employment locations.

If, as some believe, desire for air travel will reduce in future regardless, because of individual consumer choices or international action to reduce demand, then the expansion will only be a mistake for the investors who have taken that risk. If people are really sure of that, then the planning decision becomes a moot point.

I understand that for many, these arguments do not matter as the airport expansion has become a symbolic and totemic issue. I can appreciate this point. We saw this summer when the Colston Statue came down, how symbolic acts can echo around the world. But as with racism and justice the issue is much more complex, and demands challenges to the structures and systems around it.

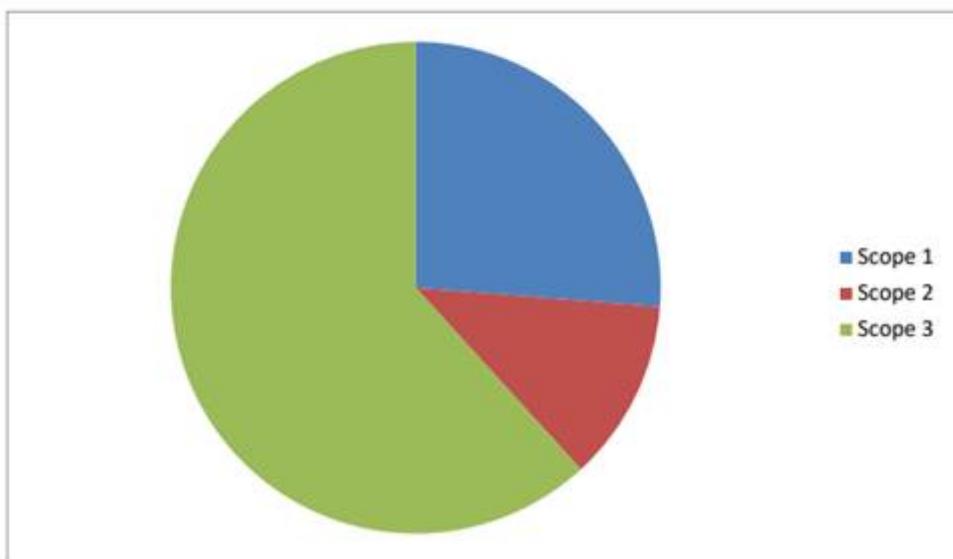
While these symbols have their place, they will not do when the issue is as important as environmental justice. If we fail to deal with our moral and ecological duty to reduce carbon emissions in a socially just way, we risk storing up apathy and resentment. As an environmentally conscious city, we cannot afford to lose this buy-in from our communities, and jeopardise the democratic mandate we need to deliver the scale of change we need. This is why we continue to take action where we can, thinking globally about the consequences of our local actions, and reach out to ensure a just transition to a low carbon economy.

As I set out in my [response to the climate emergency motion](#), the most significant portion of Bristol's carbon emissions are from our imported consumption. Carbon emissions emanating from the supply chain and source of goods and services imported into the city, including the use of international transport and emissions from the production of goods consumed in the city and waste produced by the city but treated elsewhere, must be reduced. This table and pie chart breaks down the size of the challenge, which demands a much more complicated response from us all in our everyday lives, more than the simplistic, and symbolic, opposition of a regional airport can achieve alone.



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Imported Consumption emissions			2,485	2,485			5.4	5.4
Total	1,121	512	2,639	4,272	2.5	1.1	5.7	9.4

Figure 2 Emissions by Scope 1-3

In response to our climate emergency, Bristol is delivering effective green work to reduce the city's carbon footprint and we plan to be carbon neutral by 2030. We are working to achieve this with city-wide decarbonisation projects such as our improvement of the public transport and active travel systems, as well as our waste and energy processes. You may be interested to read about our [City Leap programme](#) and our [One City approach](#) to find out more about the ways we are delivering real environmental change for Bristol.

However, as I've already stated, this was a decision for North Somerset Council and we respect their decision on the issue. I'd suggest you get in touch with them directly if you haven't already done so.



QUESTION PQ 06 & PQ07**Subject: Cladding****Question submitted by: Robin Nash**

I am writing to express my extreme concern over the ongoing difficulties facing leaseholders over the replacement of cladding.

I am supportive of the motion being put to council regarding cladding remediation. Please councillors support the thousands of innocent Bristol leaseholders facing massive bills in the region of £20K+ each to fix the faults and mistakes of developers and building regulators. It is outrageous that hard working individuals who bought their homes and properties in good faith, relying on surveys and building regulations to ensure that their homes were constructed safely, are left to pick up the pieces for mistakes not of their making. Without legislative action at all levels thousands of people in Bristol and around the UK will be seriously affected, some irreversibly.

The EWS1 process is only a very small part of the issue. Once the EWS1 survey is complete and it's identified that the cladding needs to be replaced that's when the really big problem starts, in particular who is going to pay to replace the cladding?

Freeholders, developers, builders, suppliers, manufacturers, building insurers, NHCB are mostly walking away. The Government have asked these big organisations not to pass the costs on to leaseholders, but that is exactly what we are told by Hillcrest, our building management company, will happen if Government funding from the £1bn Building Safety Fund (BSF) is not forthcoming.

Freeholders are simply using the best fit clause in the lease to dump the costs onto the leaseholder. This is already happening within the Bristol City Centre buildings both Balmoral House and Waverly House (BS1 5LN), where I am a leaseholder. Today all 104 leaseholders have received the Section 20 notice from Hillcrest on behalf of the Freeholder – E&J Estates.

The Freeholder, E&J Estates (James Tuttiett), has already started to pass his costs on to the leaseholders via the service charge for: a) the EWS1 survey and b) a building report from his solicitors. The next costs will be FRC (Façade Remedial Consultants) costs for managing the tendering process. We have also been briefed by Hillcrest that without Government funding the cost of the cladding replacement is estimated at £2.1mn and will also be passed onto the leaseholders, so £2.1mn divided by 104 flats is on average £20,192 each!. Many, including myself, will not be able to find this sort of money meaning the work I assume will not take place so the properties will become worthless. This approach is totally unacceptable and extremely stressful for the leaseholders.

In addition, whilst this situation is ongoing, it's virtually impossible to sell as mortgage providers are extremely reluctant to lend on such properties.

The questions I have are:

1. How will leaseholders who bought their properties in good faith be protected from freeholders passing on these massive costs? The leaseholders were not involved with the selection of materials or the construction of these buildings and do not own these buildings. They are of course owned by the freeholder.
2. How will leaseholders be compensated for their properties becoming worthless if funding is not available?



Response

- I am sorry to hear that you have personally been affected by this national scandal. We need clarity and funding from Westminster and, [on my blog](#) as well as in my answer to PQs 01 and 02, I have set out why I am backing the End Our Cladding Scandal campaign.
- At Full Council on 8 December, I voted for [a cross-party motion](#) on these issues – strengthened by Councillor Nicola Beech, my Cabinet Member for Spatial Planning and City Design.
- Unfortunately, there is no current mechanism to protect leaseholders from this burden.
- While only national Government has the resources to fund a comprehensive solution, options are being explored for how the council might be able to support Bristol residents.



QUESTION PQ08**Subject: Bristol Airport Expansion****Question submitted by: Jackie Head**

Is the mayor committed to a COVID recovery which is planned to also meet the target to be carbon neutral by 2030? Assuming this is the case, will he lobby strongly for the proposal to expand Bristol Airport to be dropped and for local and government money to be spent in retraining airport employees to move to green jobs (such as retrofitting homes.)

Response

I appreciate your concerns regarding the environmental impact of the Bristol Airport expansion, but there are a number of factors at play with regards to the decision-making process.

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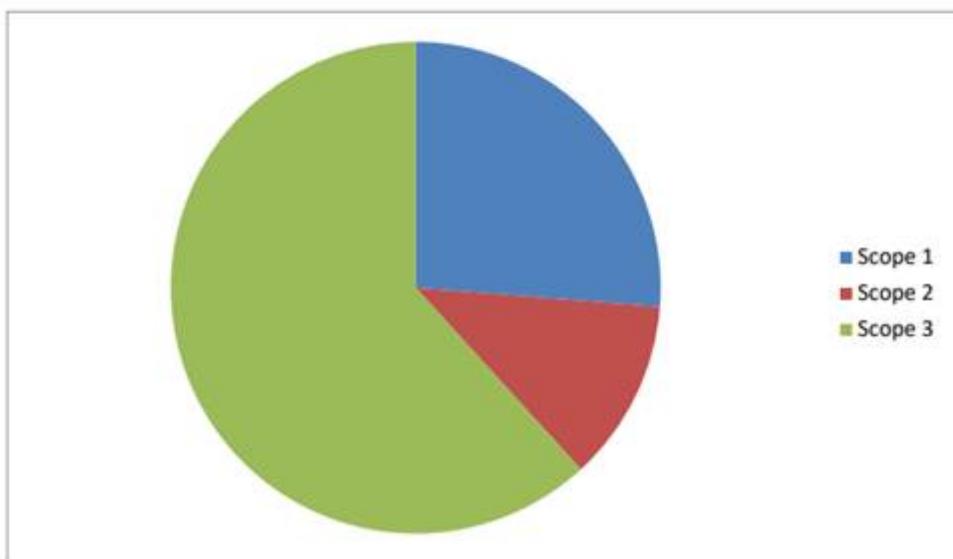
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As I set out in my [response to the climate emergency motion](#), the most significant portion of Bristol's carbon emissions are from our imported consumption. Carbon emissions emanating from the supply chain and source of goods and services imported into the city, including the use of international transport and emissions from the production of goods consumed in the city and waste produced by the city but treated elsewhere, must be reduced. This table and pie chart breaks down the size of the challenge, which demands a much more complicated response from us all in our everyday lives, more than the simplistic, and symbolic, opposition of a regional airport can achieve alone.



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QUESTION PQ09

Subject: Jonathan Hucker

Question submitted by: Scotland Lane

Scotland Lane is a key route into and out of Stockwood. It frequently suffers from fly tipping incidents, resulting in problems with regard to access and road safety. Will the council consider the installation of cameras in the lane to discourage this activity and to identify the perpetrators?

Response

- Consideration is being given to a range of measures to deter fly tipping on Scotland Road including the use of CCTV
- Because Scotland Lane is a long stretch of road and fly tip happens at various points at infrequent times this presents challenges in terms where to position cameras and when to monitor them
- However further data is being gathered to determine whether CCTV could be effective in capturing offences



QUESTION PQ10 & PQ11

Subject: Bristol Airport Expansion

Question submitted by: Anne Lemon

If Bristol Airport's appeal is won, they aim to grow to 12 million passengers per annum, a 50% increase from 2017 when it serviced 8 million passengers. The first phase of the airport's expansion plans would mean around 270 flights across a 24-hour day.

My question to you as a body, and Marvin as the Mayor is:

Do you accept that we are at a tipping point in terms of climate change? If you accept this, then do you believe that this will lead to physical, social, and economic disruption on an unprecedented scale? The physical impacts of climate change are being felt now.

Finally, how can there be a justification to go ahead with airport expansion if the above points are true?

Response

I appreciate your concerns regarding the environmental impact of the Bristol Airport expansion, but there are a number of factors at play with regards to the decision-making process.

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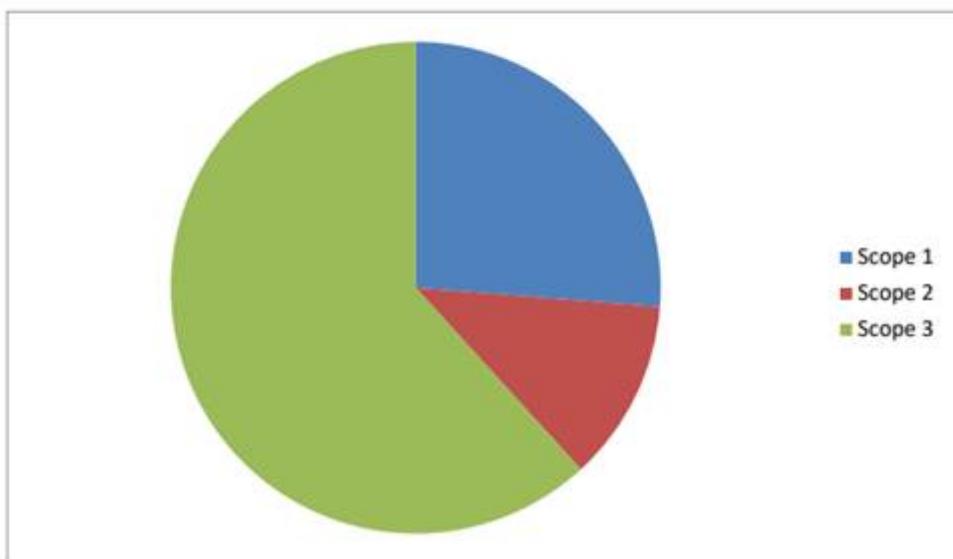
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However, as I've already stated, this was a decision for North Somerset Council and we respect their decision on the issue. I'd suggest you get in touch with them directly if you haven't already done so.



QUESTION PQ12 & PQ13

Subject: Membership of North Somerset within WECA

Question submitted by: David Redgewell

Question 1

In view of the motion passed at Bristol city council proposed by Councillor Mhairi Threlfall Chair of the Transport Scrutiny Committee of WECA Mayoral Combined Authority. What progress has now been made in setting up an urgent meeting with Robert Jenrick MP Secretary of State and Luke Hall MP. Minister for local government?

To make a 2 second WECA mayoral combined authority financial deal to allow North Somerset council to join weca in May 2021 to allow for public consultation and the order to be laid in the House of Commons and House of Lords to be in acted in to law.

If necessary to delay the election in the way Somerset council is doing as part of local government reorganisation. to get this very very important deal across the line with the secretary of state Robert Jenrick MP and Luke Hall MP minister for local government and MP for Thornbury and Yate in south Gloucestershire.

Question 2

Will the Metro Mayor, Bristol City Mayor, the leaders of BANES, South Gloucestershire Council, North Somerset meet urgently with Luke Hall MP to discuss the issue of very very urgent of membership of the combined authority and a second financial deal as per the motion passed at Bristol City Council and supported in statements from all the transport users groups and start a public consultation with residents of the WECA mayoral combined authority area and North Somerset council to allow North Somerset council to join as soon as possible this of course allows for Government delays in Elections in Somerset local government reorganisation area and WECA mayoral combined authority.

So a full integrated Transport authority and Planning authority can be set up in the Greater Bristol, Bath city region including North Somerset council to include a strategic plan as this is most important issue in the city region.

We welcome the setting up of a special growth and regeneration commission to look into this issue within Bristol City Council.

Response

- The government deadline has passed for North Somerset to join by May 2021.
- The fact the government wouldn't put a financial settlement on the table has been well discussed.
- We remain open to talks with other WECA leaders. I have reiterated my support for North Somerset joining WECA with the right conditions.
- However we already work with North Somerset as part of the Joint Committee working on issues like housing. That's why they have been working closely with WECA since its inception



on these issues and why I have consistently supported key shared strategic objectives for our neighbours, like the Portishead Line and mass transit for our city-region.

- Whilst North Somerset joining WECA is something we support, I must think primarily about what is best for Bristol and its economy.
- We cannot consult without the terms of the deal. As I've said before, there is currently nothing on the table.
- We have been disappointed to have been unable to secure a meeting with government in recent months, which has hindered our ability to progress discussions.



QUESTION PQ14 & PQ15

Subject: The Mardyke Steps

Question submitted by: Dennis Gornall, Hotwells and Cliftonwood Community Association

As you may know the Mardyke steps path from Cliftonwood to the Hotwell Rd have been closed now for over 9 months, I think and we are advised that it could take over a year to mend these steps and open the path.

We are a green city promoting walking and cycling where we can and yet this important walking route looks like being shut for perhaps 2 years. We feel this is just not good enough.

We are aware that there maybe a dispute about ownership and responsibility. However we believe that it must be the Council's responsibility to keep open the "highway" and that is what this is for walkers, and indeed some cyclists who carry bikes, to help people travel efficiently by foot.

So there are two questions which arise here.

First, can we please have a detailed enough explanation of why temporary measures cannot be put in place that would allow some restricted access to this path so that it can be used in the meanwhile. We appreciate that safety is all important, but we are not convinced that safety measures cannot be introduced that would still allow usage.

Second, can we please understand why it is that the Council is not able to undertake the repairs and ensure that the "highway" is fit for use again and pursue recovery of costs after rather than waiting for legal cases re ownership to take place before repairs.

Needless to say there are many people in the area affected by this closure and who would urge you to get the relevant officers to proceed on this issue as quickly as possible.

Response

Question 14

The Pathway cannot be opened due to health and safety concerns due to the partial collapse of the retaining wall and the slippage of the ground beneath it. The wall is regularly monitored and appears to remains unstable.

The ownership of the whole length of historic retaining wall affected is currently being disputed between Bristol City Council and the adjacent landowner. Legal advice is currently being sought as to how best to proceed in the matter.

Question 15

We cannot take responsibility for this failed retaining wall due to the aforementioned disputed ownership issue, in the interest of public money. We still continue to attempt to engage with the landowner to try and reach a solution to this.



QUESTION PQ16

Subject: St Lukes Road

Question submitted by: Tom Bosanquet

Please could I have a clear update on when residents around St.Lukes Rd can expect movement on the pedestrian crossing, budgeted in 2019?

In September it was stated that a review would happen in October and that I would be kept informed - no further updates have been provided.

Speeding is absolutely endemic at this site and I have both experienced & witnessed four extremely dangerous close passes of cyclists by drivers in the last week alone.

I note that a similar project to slow cars & increase safety for pedestrians on Duckmoor Rd was described as taking "a mere three years" by Bedminster Councillors Phipps & Bradshaw in the latest issue of The Pigeon.

I am glad, though, to hear that the team overseeing these projects might be taking on more staff and would hope that it will improve the glacial pace of such projects going forwards.

Response

We are aware of your campaign alongside those of many others in the city. We appreciate that the delay in projects like this can be frustrating. However, we want to ensure that where we deliver interventions, we do so in an evidence-based way that takes into account the whole area and avoids unintended impacts in other places.

The continuing restrictions due to Covid has made planning local transport schemes very difficult as key staff are asked to help deliver other temporary schemes to support social distancing and increases in cycling and walking. This has placed delays on both the design and public engagement stages of all local projects. The current work programme has over 40 local projects as well as staff working on Covid measures, strategic projects (e.g. CAZ) and business as usual activities (e.g. Residents Parking Schemes).

A review of all local transport schemes delivered by the team was initially due in October but was delayed due to the second national lockdown and will take place in January at which point we will update local residents on delivery programmes for neighbourhood schemes.

We have just completed a major recruitment exercise, adding 7 Full Time Equivalent staff to the Road Safety and Local Transport Team. These resources are due to arrive in December and January and will enable us to plan and deliver our programme of works more effectively. Some work has started on St Luke's Rd crossing and with new resource on the way, we expect to deliver the scheme within the next 12-18 months (including the statutory consultation period).



QUESTION PQ17

Subject: Bristol Bridge

Question submitted by: Barry Cash

(following on from PQ20 of the questions to 10th November...)

Question to Councillor Dudd:

As the purpose of restricting the vehicles allowed to use Bristol Bridge was to improve air quality and you now have camera enforcement on the bridge, will only taxis meeting the ulev 6 standard be allowed to cross it, and if not why not?

Response

Improving air quality is one aim of the changes we have made to Bristol Bridge, but we also aim to create priority corridors for public transport, and safer space for walking and cycling. The changes on Bristol Bridge are experimental and the [consultation](#) is still open for comment. We undertook a consultation for a potential [Clean Air Zone](#) that may result in additional clean air measures being put in place.

Enabling taxi use is part of our wider policy to reduce the reliance on private vehicle ownership, and to support households without access to a vehicle. Taxis are also an extremely important transport option for many of our disabled residents and visitors. While all taxis are currently exempt from the bus gate restrictions on the bridge, we are migrating taxis to Euro 6 standard, and have worked extensively with the taxi trade to support drivers in upgrading or retrofitting their vehicles.



QUESTION PQ19**Subject: St Luke's Road in Windmill Hill****Question submitted by: Ed Plowden**

A significant number of comments have been made about St Luke's Road on the Council's online portal for suggestions about transport, and funding has been allocated to an improvement scheme at this location. Given that the proposed Clean Air Zone is at the end of this road, and the probable reduction in traffic, there must be scope to raise the level of ambition to improve St Luke's Road.

Will the Mayor consider closing the road altogether at the Bridge, or at least reconsider the previous proposals to introduce shuttle signals under the bridge to improve the space available for cycling and walking at this crucial link? This scheme was previously dropped due to the lack of signals at the "Fowler's" junction, which are now in place.

Response

- We are looking at low traffic neighbourhoods and will be doing some work with communities to look at suitable places to reduce traffic and improve public realm.
- St Luke's Rd is a key link from South Bristol, one of a limited number of routes into the city so we will need to consider long term impacts of any scheme before moving forwards with any plans. This would require engagement with the local community to understand the options and issues as well as understanding the pressures on ensuring through traffic is managed for the smoothest flow and lowest congestion and air quality.
- We have implemented a number of different schemes across the city to provide new and improved cycling, walking and public transport facilities as part of our response to the COVID emergency in line with our long term aims to get more people using more sustainable transport modes across the city.



QUESTION PQ20

Subject: Bristol South Swimming Pool, Dean Lane Southville

Question submitted by: Tom Phipps

Could the Mayor / relevant Cabinet Member provide an update on the progress of the renovations to the Bristol South Swimming Pool on Dean Lane in Southville?

Response

- The pool closed on November 1st 2019 and was handed over to us so that building practice could carry out significant planned improvement works. These works included replacement of pool pipework, new pump base, new pumps, drain pipework, new geared isolation valves and asbestos removal.
- Whilst the works were being carried out, other issues arose that needed to be carried out. These included re grouting of pool tiles, re fixing of the pool handrail plus other remedial works. The contractor was due to complete everything and then handover to the leisure operator at the end of March 2020.
- National lockdown meant a delay in reopening the facility during which the building was vandalised. Further work to repair the damage was delayed due to contractors being furloughed.
- The pool has now been handed back to the operator. The pool is now being drained, cleaned, refilled and pipework tested before a planned re-opening w/c 18th January 2021.



QUESTION PQ21**Subject: Loss of green space for Bonnington Road development****Question submitted by: Heather Mack**

I welcome the council's declaration of an ecological emergency and hope to work with you to act on this. Lockleaze is a ward with large amounts of green space – which is fantastic. I would like to work towards more of this green space being an asset for wildlife and biodiversity, for example areas being left unmown. Can I work with the council to consult residents on the management of green space near to them? Many residents are concerned about the green space lost for the Bonnington Road development, what can the council do, for this and future developments, to ensure it doesn't undermine our action on the ecological emergency?

Response

- It is very important that we integrate the housing crisis with the ecology crisis, the economy crisis and the climate crisis, and the jobs crisis. You cannot separate the management of all of these issues. Single issue politics does not work.

Housing crisis

- We are bringing forward much needed housing that has been allocated under the Local Plan since the 1980s. This development brings forward 50% affordable housing into an area of deprivation.
- What the residents are really crying out for is more housing and one of the things we need to interrogate further is a local lettings policy.

Ecological crisis

- The existing Site of Nature Conservation Interest (SNCI) has been fully retained, with no development within this zone. Indeed the ecology report suggests enhancement overall in the whole area.
- The large public open space has also been included for both new and existing residents to use within the site.
- The community orchard has also been retained to the south of the site.
- Existing hedgerows have been retained around the perimeter of the site where possible and where they can be maintained long term.
- The cycle path has not been enlarged so as not encroach on the ecological area.
- BCC has funded additional allotments in the Dovercourt Rd area for residents for local food growth.

Ecological Emergency

- Ecological emergency is about what the whole city does. The way we look at developments, the way people behave, protection and expansion of our tree canopy, protection of greens spaces and protection of river banks.



- In recognition of the fact there's still more we can do, we declared an ecological emergency in February and have recently launched a strategy that will help us support the wildlife in our city and we will be working closely with the Avon Wildlife Trust
- We are actively looking at what can be achieved by not cutting grass verges as frequently – looking first where we think there will be high potential for nature benefits whilst not resulting in operational difficulties – such as increasing trapped litter, which hinders and damages wildlife. We are finalising the policy to bring this together.



QUESTION PQ 22

Subject: The Expansion of Bristol Airport
Question submitted by: Emma Edwards

In 2018 Bristol was the first major UK city to announce a climate emergency. Bristol has also pledged to become carbon neutral by 2030 - 20 years sooner than the government's target of 2050. Studies have shown that the growth in carbon emissions from the proposed airport expansion is around 1million tonnes per year, which is over 50 percent of Bristol's current annual carbon emissions. Even with Bristol businesses and residents doing all they can to reduce their carbon emissions; this additional airport expansion, along with the additional development, traffic and pollution it will bring, makes it look impossible that Bristol will be able to achieve this target. Without rejecting the application for the expansion of the airport, how do you propose we make the target of being a carbon neutral city by 2030, and remain a lead city in the work towards responding to the climate emergency?

Response

I appreciate your concerns regarding the environmental impact of the Bristol Airport expansion, but there are a number of factors at play with regards to the decision-making process.

Firstly, Bristol Airport is situated within the local authority boundary of North Somerset Council. The question of the expansion is their planning decision to make and we have respected their authority on the matter from the beginning. The decision is now with the planning inspector.

Secondly, I understand and agree with the environmental concerns many people raise about the impact on the climate caused by air travel. However, I am not convinced that by blocking the expansion of Bristol Airport alone, without actions on demand, we will reduce environmental impact, and we may even make it worse.

Bristol Airport does not exist in a vacuum. It is part of our national aviation infrastructure and the international problem of flight emissions. Be that congestion and inefficiencies overhead contributing to emissions, or schemes to encourage transition airlines to new or lower carbon fuels. Some experts estimate that modernising UK air space and making flight paths more efficient could reduce the amount of fuel used by up to 20%, significantly reducing emissions. As well as potentially impacting demand, introducing a fuel tax could generate an estimated £10 billion annually to invest into Green New Deal initiatives.

This exceptional year aside, demand for air travel is increasing nationally and across an increasingly interconnected globe. It appears to me that we currently have a government that is not committed to reducing this level through demand management with steps such as taxation of air fuel, or frequent flyer charges. It seems likely to me, that demand will continue to increase. The issue then is to manage that demand.

Bristol Airport itself does not increase air travel, but facilitates it locally.

If Bristol Airport does not expand, those flights will continue to take off, because Bristol, even with a cap of passengers, is not the only choice. The flights will leave from other regional airports such as Manchester or Birmingham, or using a new third runway at Heathrow. Heathrow is already the UK's



single biggest carbon emitter and a third runway there alone is estimated to likely exceed the annual emissions of several major economies. Moving demand from Bristol Airport to Heathrow risks making that more likely.

This movement presents a problem, as these air passengers travel from our region, the South West and South Wales to airports in other parts of the country (in usual years, almost 8 million passengers from the South West fly from London Airports), in many cases passing right by Bristol. This would result in a larger carbon impact per journey due to the need to travel hundreds of miles to other facilities.

Finally, it would mean that those areas with airports will benefit from the direct jobs and supply chains, and Bristol will be overlooked. At a time of considerable uncertainty for many people in this sector, we have to be real and honest about what the economic implications will be for our city. Jobs and employment have never been the only reason to support the expansion, but they should never be overlooked as unimportant either, especially so close to south Bristol, an area which needs access to employment locations.

If, as some believe, desire for air travel will reduce in future regardless, because of individual consumer choices or international action to reduce demand, then the expansion will only be a mistake for the investors who have taken that risk. If people are really sure of that, then the planning decision becomes a moot point.

I understand that for many, these arguments do not matter as the airport expansion has become a symbolic and totemic issue. I can appreciate this point. We saw this summer when the Colston Statue came down, how symbolic acts can echo around the world. But as with racism and justice the issue is much more complex, and demands challenges to the structures and systems around it.

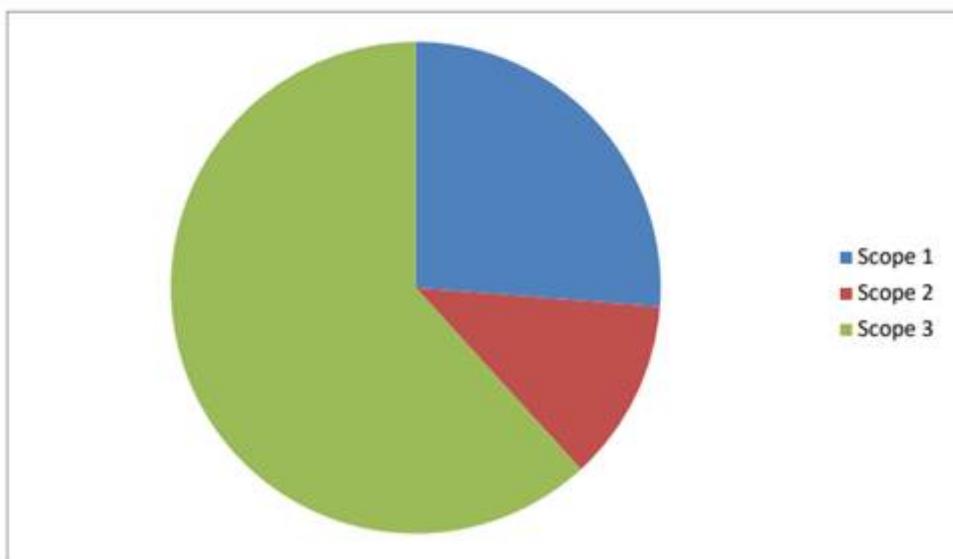
While these symbols have their place, they will not do when the issue is as important as environmental justice. If we fail to deal with our moral and ecological duty to reduce carbon emissions in a socially just way, we risk storing up apathy and resentment. As an environmentally conscious city, we cannot afford to lose this buy-in from our communities, and jeopardise the democratic mandate we need to deliver the scale of change we need. This is why we continue to take action where we can, thinking globally about the consequences of our local actions, and reach out to ensure a just transition to a low carbon economy.

As I set out in my [response to the climate emergency motion](#), the most significant portion of Bristol's carbon emissions are from our imported consumption. Carbon emissions emanating from the supply chain and source of goods and services imported into the city, including the use of international transport and emissions from the production of goods consumed in the city and waste produced by the city but treated elsewhere, must be reduced. This table and pie chart breaks down the size of the challenge, which demands a much more complicated response from us all in our everyday lives, more than the simplistic, and symbolic, opposition of a regional airport can achieve alone.



Table 1 Estimate of Bristol's Emissions by source and scope

Scope	Total Emissions – 1,000s tonnes				Per Capita – tonnes			
	1	2	3	Total	1	2	3	Total
Elec, gas and transport in Bristol City Council area	1,034	512		1,546	2.3	1.1		3.4
Motorways in Bristol and other national unallocated energy use	87		12	99	0.2		0.03	0.2
Other UK Emissions, inc shipping and aviation ⁴			142	142			0.3	0.3
Imported Consumption emissions			2,485	2,485			5.4	5.4
Total	1,121	512	2,639	4,272	2.5	1.1	5.7	9.4

Figure 2 Emissions by Scope 1-3

In response to our climate emergency, Bristol is delivering effective green work to reduce the city's carbon footprint and we plan to be carbon neutral by 2030. We are working to achieve this with city-wide decarbonisation projects such as our improvement of the public transport and active travel systems, as well as our waste and energy processes. You may be interested to read about our [City Leap programme](#) and our [One City approach](#) to find out more about the ways we are delivering real environmental change for Bristol.

However, as I've already stated, this was a decision for North Somerset Council and we respect their decision on the issue. I'd suggest you get in touch with them directly if you haven't already done so.



QUESTION PQ 23**Subject: Bristol Airport Expansion****Question submitted by: Richard Baxter**

The Mayor of the City Council is on record for saying during a Points West interview that he is against more planes flying but has also repeatedly said that the decision to expand Bristol Airport is not his to make.

How can the City Mayor ignore and not oppose the biggest emitter of carbon in the area which does have a negative impact on the health and lifestyle of residents living in the South of Bristol?

Response

I appreciate your concerns regarding the environmental impact of the Bristol Airport expansion, but there are a number of factors at play with regards to the decision-making process.

Firstly, Bristol Airport is situated within the local authority boundary of North Somerset Council. The question of the expansion is their planning decision to make and we have respected their authority on the matter from the beginning. The decision is now with the planning inspector.

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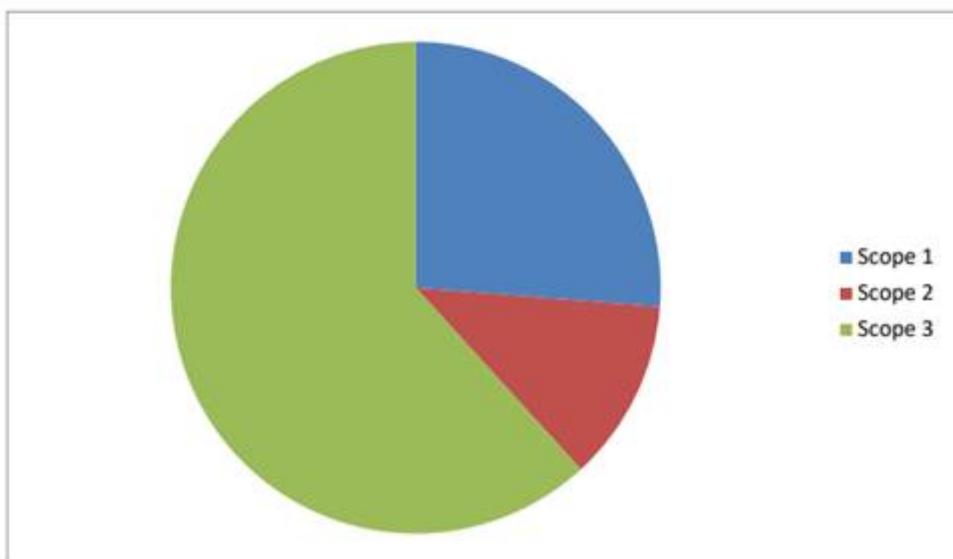
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