

Member Forum

6th July 2021

Questions and replies



Procedural note:

QUESTIONS FROM COUNCILLORS:

- Councillors are entitled to submit up to 2 written questions each.
- The questions submitted and written replies are enclosed.
- Councillors are also entitled to ask a maximum of 2 supplementary questions at the forum.
- All supplementary questions must arise directly out of the original question or the reply.
- Via the group leaders / whips, questions have been submitted in priority order.
- At the forum, the asking of supplementary questions will be rotated between the political groups that have submitted questions, taken in priority order.



LABOUR QUESTION 1

Question to the Mayor from Councillor Don Alexander (Avonmouth and Lawrence Weston Ward)

Subject: EU Settlement Scheme

1. The deadline for the EU Settlement Scheme is fast approaching. Do we have an estimate of how many EU citizens in Bristol have signed up for the scheme – and how many have not applied, and are now at risk of losing their right to live and work in the UK?
2. What does the Mayor plan to do to support those left without settled status after the deadline?

REPLY:

Question 1

- The latest data we have on applications to EU Settlement Scheme (EUSS) is from March 2021 provided by the Home Office, showing that here has been:
 - a total of 47,010 applications in Bristol.
 - Of these, 23,730 have been granted Settled Status
 - and 21,830 have been granted Pre-Settled status.
- We do not have the data to indicate how many more people are yet to apply to the EUSS.
- We've seen higher than expected application numbers in Bristol. In 2020 the estimated total number of EU citizens in Bristol was about 33,000.
- This same picture is reflected nationally with recent Home Office statistics showing over 5.3 million applications have been made to the EUSS, yet only 3.7 million EU nationals were noted as living in the UK (as of December 2019).

Question 2

- I recently wrote to the Home Secretary to request an extension to the deadline. This request has been declined.
- Late applications will be accepted where there are reasonable grounds:
- Examples of reasonable grounds might include:
 - where a person lacks the physical or mental capacity to apply,
 - children whose parent or guardian fails to apply on their behalf,
 - serious medical condition,
 - victims of modern slavery or domestic violence or abuse.
 - Abusive or controlling relationship or situation
 - Other compelling practical or compassionate reasons
 - It also includes people who have been unable to update relevant I.D. documents due to Covid restrictions and related pressures on Embassies. Currently applications are being accepted where documents are out of date, based on the future submission of updated documents.
 - The list isn't exhaustive and each case is being taken individually.

- We'll help people to make their case.



GREEN QUESTION 1

Question to the Mayor from Councillor Tony Dyer, Southville

Subject: Question regarding Equality and Inclusion Annual Report 2020/21

In the Bristol City Council Equality and Inclusion Policy and Strategy 2018–2023, diversity is defined as “recognising the many ways in which people are different from each other and the impact these differences can have on the opportunities people have. These differences go beyond the Equality Act protected characteristics and include class and family background.”

From Lawrence Weston to Hillfields, from Southmead to Hartcliffe, and many points in between, residents in some of the most deprived areas of our city face considerable barriers to securing access to decent housing, higher education and decent jobs. Whilst many working class people also face discrimination due to other protected characteristics, we cannot ignore the issue of class if we are to combat inequality and discrimination in our city.

Can I ask what specific actions are being taken to tackle the barriers faced by so many because of their class and family background?

REPLY:

- We use deprivation measures as a proxy indicator for class and family background
- Our new EqIA process considers the social and economic impacts of all Council proposals
- Our Equality & Inclusion Annual Progress Report shows what we have done to tackle inequality in Bristol with several measures specifically addressing deprivation including:
 - employment and skills initiatives to increase the proportion of full-time workers living in the 10% most deprived areas of Bristol
 - community cohesion activities to increase the proportion of residents in the most deprived areas who agree people in their area from different backgrounds get on well
 - neighbourhood activities to increase the percentage of people in deprived areas who are satisfied with the range and quality of outdoor events, and with their local area.
- The report describes our progress against these indicators with particular reference to addressing the disproportionate impact of COVID-19 on the most deprived areas of the City.
- Working with city partners projects such as City Leadership Programme, Stepping Up, and Black Intern programme are all setting out to deal with class and race.



CONSERVATIVE QUESTION 1

Question(s) to the Mayor from Councillor Chris Windows (Henbury & Brentry) Subject: Blaise Parking Charges and Road Safety

As the Mayor is aware there is considerable local opposition to the introduction of parking charges at Blaise. This opposition hinges on the impact that it will have on the surrounding neighbourhood as park users seek to avoid the charges. Of course, this problem is also applicable to the plans for Oldbury Court, as users will try and park on the road outside if charges are made and, as has already been experienced, this will cause dangerous parking as well as difficulties to local residents in accessing and exiting their homes.

Q1. Can the Mayor then please confirm whether he is pressing ahead with these unwelcome proposals and, if so, what the timeline for introduction is?

The Mayor will know there is also concern regarding the speed of cars travelling along Kings Weston Road into Hallen Road. The cars are travelling too fast to make the corner and this has led to some devastating crashes. It is a miracle that no one has been killed. We are taking a proposal to Area Committee 2 for a zebra crossing to try and make crossing that road safer, but this is only part of the solution. Officers are working up a large road safety scheme for strategic funding.

Q2. Can the Mayor confirm whether such a scheme will be looked on favourably and prioritised for funding?

REPLY:

Question 1

- The proposal to introduce car parking fees to Blaise Estate and other sites was a principle adopted to help build a financially resilient and sustainable future for the city's parks and green spaces.
- We've not introduced these parking fees, there is no agreed timeline to do so and we will continue to review them.

Question 2

- Officers are reviewing the options to address the concerns here and have shared some initial ideas with you to show how this could fit with your request for a crossing. Work to date includes:
 - New chevron bend sign was installed
 - Lining improvements – hatching and slow markings refreshed
 - Review of collisions and causes completed
 - Currently working on feasibility of zebra crossing on approach to bend with extended 20mph limit and new waiting restrictions
- Once the scheme has been costed then they will explore the relevant funding options to supplement anything the Area Committee allocates.



LIBERAL DEMOCRAT QUESTION 1

Question(s) to the Mayor from Councillor Tim Kent – Hengrove & Whitchurch Park Subject: Special School Places for children with EHCPs

The Director of Education wrote to all councillors a few months ago to alert us that 250 children with EHCPs were not able to access the special school placements they needed this September.

How many additional EHCP placements are to be created for this September and how does this compare with demand and unmet need?

REPLY:

- On 22nd February Alison Hurley our director of Education and Skills wrote to councillors explaining that we are committed to delivering appropriate placements as soon as possible and that because of delays in capital programmes due to Covid-19, provision remains a challenge.
- This year we will need to use mainstream school places with an improved system of support for children and young people, so they can continue to be educated in mainstream settings until an appropriate specialist setting is available.
- The National Education Union estimates a £2billion a year shortfall in funding nationwide. The Government is failing children with special educational needs and disabilities. Without adequate high needs funding, thousands of children are losing out on a proper education and the support they need to learn.
- Bristol SEND crisis building for years, when we took the education portfolio into the Labour Group in 2018 it was clear action wasn't being taken.
- Since then, we've committed the £27m capital investment in specialist provision as well as reorganized the team and recruited posts to help clear the unacceptable backlog of work.
- We are recruiting a specialist placement manager to lead the development of further specialist places for students with EHCPs in Bristol.
- The Regional School Commissioner had approved the opening of a 50-place resource base at Venturers Academy for students with Autistic Spectrum Condition. We will fund building work that begin imminently to upgrade the building ready to receive students from September 2021.
- Learn@ will be opening a satellite center of their Soundwell College at Easton Primary Academy to cater for primary students with SEMH needs. We will be supporting and funding the refurbishment of current accommodation at the site. The provision will welcome new students from September 2021.
- Building work is soon to begin at Shirehampton primary school on the new resource base for students with SEMH needs. The resource base will accommodate up to 16 students from November 2021



LABOUR QUESTION 2

Questions to the Mayor from Councillor Hornchen, Brislington East ward

Subject: Support for students

1. Recently, the education recovery commissioner for England resigned due to the Government's support package for students 'falling far short of what is needed'. Does the Mayor have an estimate of how much additional funding is needed from central Government in order to support the children who have lacked educational support this last year?
2. It's clear from this that local government needs to step in where the Government's failed. What support is the Council offering students who have missed out on education throughout Covid? Specifically, in light of the rumours that the Government is looking to extend school hours, which could even have a detrimental effect on children's mental wellbeing, I would like to ask what the Council plans to do to support children's emotional and social development?

REPLY:

Question 1

- Bristol Schools have told us that of the proposed £1.4bn – we do not know our exact, final allocation –will not be sufficient. The council has provided feedback on the impact of this lack of funding via the Regional Schools Commissioner Current DfE funding only supports tutoring via identified providers and summer schools.
- Bristol schools are telling us that the support they have received so far from the Department for Education is inadequate and often the inflexible conditions attached to the support received from Government does not allow schools to respond directly to the wide ranging needs of children.
- The £15bn requested by Sir Kevan Collins was based on evidence gathered by his team during April and May. We organised a meeting of Bristol schools with Sir Alan Wood, one of Sir Collin's colleagues, to provide specific feedback on what is required. This informed the request for £15bn.

Question 2

- The Council received £56,000 from the Department for Education last year to support children's mental health and wellbeing. We used this funding to provide mental health training to teachers and staff in educational settings so that they can support children's emotional and social development. Some of this funding was also targeted at supporting families where children were reluctant to return to school/an educational setting, provided direct support when appropriate.
- We are currently developing a further programme of works for the coming year with school leaders, however initial indications from Department of Education are that the level of funding will be a reduction on the funding received last year.
- With the city office we're working on an educational recovery plan, with three prongs



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- Educational recovery
 - Mental health
 - Young people outside of education and training
 - With regards to plans to extend the school day, we will work with teachers, parents and pupils and teaching unions when considering any proposals put forward by government. Any extension to the school day will require additional funding.



GREEN QUESTION 2

Question(s) to the Mayor from Councillor Barry Parsons, Easton

Subject: Clean Air Zone

We read in the Bristol Post that the Clean Air Zone is likely to be delayed again. The Clean Air for Bristol Website has been updated to state that October is now the earliest it will be implemented. I understand that the central government's Joint Air Quality Unit must approve the council's full business case for the scheme to progress. Can you confirm whether the council expects to implement the Clean Air Zone by 29 October 2021?

REPLY:

We recently confirmed that the Clean Air Zone will be introduced in summer 2022, with compliance date of clean air being unchanged for 2023. Having taken the right amount of time to get the proposals right this has brought the compliance date down five years and should be welcomed by all parties.

We've also spent time ensuring that citizens and businesses receive increased support to help them adapt to the changes that will tackle pollution in the city.

Since the plans for the zone were submitted to government in February 2021, we have worked closely with the Joint Air Quality Unit to include additional support to ensure we help as many citizens and businesses as possible whilst ensuring the city remains on track to reduce pollution caused by traffic to within legal limits by 2023. This includes exemptions for hospital visitors, exemptions for blue badge holders, financial support for business and private car owners, and most importantly workers who must enter the zone will be exempt if they earn less than £27k p.a. by 2022, ensuring the proposals do not adversely affect lower income households.

These proposals are currently being reviewed by the Government's Joint Air Quality Unit (JAQU). All support packages will be available in advance of the scheme becoming live. We expect to receive government approval of the Full Business Case in the autumn.



CONSERVATIVE QUESTION 2

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

Subject: BRISTOL E-SCOOTER TRIAL

I am receiving a lot of complaints about scooters that they are dangerous. They are ridden on the pavements, with two and even three people on them. Like many cyclists, riders do not obey traffic lights, the machines are dumped anywhere when they are finished with which creates problems for wheelchair users and people with pushchairs. This means that vulnerable pedestrians are often forced off the pavement and into the road.

Q1. What is the Council doing about them as they cannot just ignore it as unfortunately the Company who is trialling them do?

Q2. How much longer is the experiment going on for and is it likely to be extended or become permanent?

REPLY:

Question 1

- We campaigned to bring escooters to Bristol and in the main they have been an overwhelming success, here and in cities all over the world.
- They provide low carbon alternative travel option and have been important in supporting the public transport network.
- Along with our partners at the combined authority, we are working with VOI on constant improvement. Including issues around parking, illegal use and pavements.
 - Voi has a three-strike policy. After three strikes, the user account is blocked and the rider won't be able to rent a Voi scooter again.
- To address concerns raised, VOI has introduced messaging at the start and end of each ride to encourage appropriate rider behaviour.

Question 2

- The trial is due to end October 2021. The DfT has given an option to extend the trial until the end of March 2022, and we'll be pushing for this to take place.
- We hope that the government makes this permanent and open up private ownership and usage.



LIBERAL DEMOCRAT QUESTION 2

Question(s) to the Mayor from Councillor Andrew Varney – Brislington West Subject: Voi Scooters E-Docking

In Public Forum at Full Council on 12 January, 2021, I asked the Mayor about the WECA Voi eScooter trial, specifically the expansion of the scheme to include residential areas such as my ward of Brislington West. I'm pleased to say that shortly afterwards, Brislington West was included in an expansion, although not Brislington Park and Ride, which seems like a missed opportunity to further promote active, sustainable transport.

In my supplementary question, I asked the Mayor about inconsiderate scooter parking, with scooters blocking the pavements, a serious hazard for people who are visually impaired, those who have mobility issues or who have children in push chairs and buggies. At the time, the Mayor didn't see it as a problem because of the 'geofencing zones' but we subsequently saw photographs in the media with dozens of scooters completely blocking pavements in several locations around the city, including Brislington West.

Voi have responded with a new app feature to limit the number of scooters in any one location but I believe the problem of pavement clutter could be better alleviated with the introduction of roadside docking stations, similar to the London bike hire scheme. I note that the Voi eScooter scheme in Portsmouth was launched with 17 parking racks, with a further 7 added later.

Does the Mayor agree that parking racks would be an appropriate solution to the issue of scooter pavement clutter and if yes, would he use his considerable influence at WECA to push for their introduction here in Bristol?

REPLY:

- VOI are currently rolling out a solution that caps the number of scooters that can be parked at any single location.
- Electric scooters around the world have worked best without physical infrastructure and we'll consider those options in this trial.



LABOUR QUESTION 3

Questions to the Mayor from Councillor Rippington, Brislington East ward Subject: Nature reserves in Brislington

1. I would like to thank the Mayor for scrapping the 2014 plan to build houses on Brislington Meadows and instead keep it as a nature reserve, aligned with our ecological commitments. **I would like to ask the Mayor if there are any updates on the site since the announcement, and what conversations he's had with Homes England?**
2. We know that more and more people are spending time outdoors, and this is putting pressure on existing nature reserves which tend not to have the same facilities as designated parks. It will therefore be important to put some thought into how people will be expected to use the Meadows for recreational purposes in the future.

We are already seeing this at Eastwood Farm where local residents are reporting substantial issues due to the number of summer visitors, including blocked streets preventing access for emergency vehicles, and lack of toilets causing public health issues. **Can I ask the Mayor to look into this situation urgently to see what can be done to alleviate these problems?**

REPLY:

Question 1

- We have made our position clear to Homes England regarding development of Brislington Meadows. They have a whole raft of schemes in the city and we continue to work with them to tackle our housing crisis.

Question 2

- Nature reserves have fewer facilities than parks or pleasure gardens, changing this could have a direct impact on ecology.
- You can follow the problems up with officers directly.
- It would be great if you could sign up local businesses to the community toilet scheme which already has around 200 locations taking part.



GREEN QUESTION 3

Question(s) to the Mayor from Councillor Lily Fitzgibbon, Bishopston and Ashley Down Subject: Bristol Airport

Last week we saw you welcome the new plans from Bristol Airport to become carbon neutral by the end of the year. While it is great that the airport is showing their commitment to sustainability, the exclusion of the planes and car travel from these plans make them seem weak in the face of the climate crisis. Additionally, the Airport is in the process of appealing their application to expand, which would make it impossible for Bristol to meet our 2030 carbon targets which you have shown such support for.

Does your support for this new endeavour also mean you are supporting their expansion appeal?

And how do you propose to balance the environmental damage of flight growth with Bristol's commitments to 2030 carbon neutrality?

REPLY:

- I have welcomed the new plans for Bristol airport as I would any organisation who have made efforts to reduce their carbon output.
- This needs celebrating. Will you join me in congratulating the efforts of the airport.
- The appeal is a matter for the secretary of state, who is ruling on a planning matter previously decided by the democratic decision of North Somerset Council. I am not involved.



CONSERVATIVE QUESTION 3

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

Subject: DEVELOPMENT CONTROL POLICY & PRACTICE IN BRISTOL

1. Can the Mayor kindly confirm the number of residential development planning permissions (by number of housing units) granted approval by the Local Planning Authority but not implemented (built) within the last decade?
2. Is the Mayor convinced, given the Bristol track-record of developing permitted 'brownfield' sites, that Bristol's present policy of eroding the 'Green Belt' and granting planning permission on our Open Spaces meets this Council's commitments under the Climate Emergency and Carbon-Neutrality declarations?

REPLY:

Question 1

- In Bristol, most planning permissions that have been granted have in fact been implemented, or for the most recent permissions, they will be brought forward soon.
- There is a time delay between planning permission being granted and homes going up while developers finish the details of their schemes and get their sites ready for construction. So in Bristol it is a healthy sign if there is a strong stock of outstanding permissions year on year.
- Those permissions are the seed bank that developments grow from – and over the last five years we have grown that bank with permissions for new homes across the city – for example:
 - Castle Park View (375 homes),
 - Hengrove (1,400 homes),
 - the old Hartcliffe campus (300 homes),
 - sites at Lockleaze, Southmead and throughout central Bristol.
- We now have a healthy stock of 12,750 homes in planning permissions.
- The last time Bristol had a figure that high (in 2009), 2,100 new homes were completed the following year

Question 2

Bristol's policy is to protect our important open spaces and make brownfield development the priority. We have an ambitious vision of growth and regeneration, which is bringing forward the new homes and workspace we need.



We need more homes and our strategy of regeneration is delivering on that, as well putting homes in the best places to address the climate and ecological emergencies, such as highly sustainable locations such as temple quarter and Western Harbour.

The Government decides how many homes should be planned for in each area through something called the 'standard method'. That is telling us Bristol should have 3,150 new homes each year.

We need new homes today but the Government's centrally decided figure for long term planning is so high that we would soon have to build on greenfield sites if we were to get anywhere near meeting it. That's why we are working with our combined authority neighbours and others through the West of England Spatial Development Strategy so we can decide how best to meet long term housing needs across the wider area.

For both sustainability and our economy, it is better that homes are built in our border, than in villages where people will travel into Bristol by car.

LIBERAL DEMOCRAT QUESTION 3

Question(s) to the Mayor from Councillor Alex Hartley – Hotwells & Harbourside
Subject: Pedestrian Access to Recycling Centres

1. I have been contacted by multiple residents living in the ward, who due to living in the city centre, and wanting to be as environmentally conscious as possible, do not have a car. When these residents want to visit a Council owned recycling centre ie St Phillips, they are told they are not allowed to enter as pedestrians, due to health and safety concerns. The only way they can use the council's service is to pay for the council to collect it from them.

I would ask the Mayor why, when we are in a climate emergency, with deadly levels of air pollution, we are discouraging people from not using vehicles by making it more difficult and costly for residents without cars to recycle?

REPLY:

- As you note, people can pay to have a collection of waste instead of owning a car, which is what we should encourage as more sustainable option.
- Incidents between operatives/pedestrians and vehicles is one of the leading causes of injury in the waste industry.
- We are exploring ways to enable safe access including the introduction of a booking system to reduce queuing and congestion to potentially enable pedestrian access.
- The new Reuse and Recycling Centre at Hartcliffe will have safe pedestrian access.



LABOUR QUESTION 4

Questions to the Mayor from Councillor Pearce, St George Central ward Subject: Funding for Local Government

1. Does the Mayor hope to secure funding from “Government’s Covid Local Support Grant” and if so, how will the Council distribute this funding to families who need help paying for food and utilities – e.g., is it in the form of cash grants, supporting foodbanks, or through other means?
2. What other work has the Council done to support families throughout Covid?

REPLY:

Question 1

- The Winter Support Grant awarded £2.2m to BCC in December 2020. This provided free school meals over half terms, Christmas and Easter holidays as well as targeted assistance to those in food and fuel poverty.
- Bristol has secured a further £1.9m of local support grant funding to be allocated between April – September 2021 to continue to support low income households.

Question 2

- Bristol has provided a package of additional financial COVID assistance to low income families, totalling £5.8m in 2020/21 and £2.9m in 2021/22
- For 2020/21 a breakdown is as follow;
 - £1.6m assisted 12,800 households with up to £150 towards their council tax payments,
 - £1m assisted 6,000 households with supermarket vouchers, and essential household goods (via Local Crisis and Prevention Fund) and assisting children to school.
 - £1.2m assisted 990 households with top up rent payments (via Discretionary Housing Payments)
 - £395k assisted strugglingly households with no recourse to public funds
 - £212k assisted 6,000 Free School Meals families with supermarket vouchers
 - The remainder has been spent on specific grants to other organisations to award community based assistance, such as food banks, etc.
- For 2021/22 the breakdown is as follows;
 - £3.3m to support the increase in families that require support of up to 100% council tax reduction.
 - £985k to assist low income households with up to £75 towards their council tax payments
 - £700k to assist low income households with supermarket vouchers and essential household goods (via Local Crisis and Prevention Fund)
 - £1m to assist low income households with top up rent payments (via Discretionary Housing Payments)
 - With the remaining £200k to top up any of the above dependent on demand



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- Finally and in addition to the above packages, 1,620 Test and Trace Support Payment awards have been made totalling £810k to support low income households who have had to self isolate.
 - Information on the current restrictions and on support available for residents and businesses can be found at www.bristol.gov.uk/coronavirus.
 - If residents need help getting food or essential medicines, they can call the We Are Bristol helpline on 0800 694 0184 (Monday-Friday 8:30am-5pm; Saturday-Sunday 10am-2pm). A 24/7 helpline is available for people in Bristol to get immediate emotional and practical mental health support on 0800 012 6549.



GREEN QUESTION 4

Question(s) to the Mayor from Councillor Katy Grant, Clifton Subject: Ecological Emergency Action Plan

Nearly a year and a half has passed since Bristol City Council declared an ecological emergency. In response, the One City Ecological Emergency Strategy was published in September 2020, in which (amongst other things) targets around reduced mowing, and reduced pesticide use on Bristol City land, and elsewhere, were laid out.

We had expected to see the Ecological Emergency Action plans for this Strategy in the spring of this year. Can you let us know when these will be scrutinized, and made public, and when implementation will begin?

REPLY:

The delivery of the One City Ecological Emergency Strategy is being co-ordinated by the Natural History Consortium through a Project Board that includes Avon Wildlife Trust, Bristol City Council and other partners.

Action has already begun on the three recommended priorities which are:

- an analysis of Bristol's ecological network
- establishing a wildlife index
- reviewing Bristol's operation on pesticides and verge mowing.

Two briefing sessions for councillors are planned for 6th and 13th July.

Bristol City Council is producing its own Ecological Emergency Action Plan which will set out clearly what the Council will contribute to the goals of the One City Ecological Emergency.

It will identify those actions that are taking place already or where new work is planned. A briefing session for councillors to scrutinise and discuss the actions is being planned. Key city stakeholders will be contacted for their views and we are aiming to have it published by the end of August.



CONSERVATIVE QUESTION 4

Question(s) to the Mayor from Councillor Geoff Gollop (Westbury on Trym & Henleaze) Subject: CITY LEAP

The importance of achieving carbon neutrality is widely accepted as is the target date of 2030. You have made clear that you see City Leap as critical to delivering those goals.

Q1. Can the Mayor outline for me the chronology for tendering, selecting, scrutinising, and appointing the preferred partner?

Q2. I believe the Mayor has decided not to own the Council shareholding in City Leap through Bristol Holding but for the Council to own it directly. Can you provide the timeline for that decision, reflecting compliance with Grant Thornton recommendations on Governance and decision making?

REPLY:

Q1: The chronology for the City Leap procurement is as follows:

Activity	Date
Notice published in the Official Journal of the European Union inviting interested parties to express an interest in bidding for City Leap	07/08/2020
Selection Questionnaire (initial selection stage questionnaire) issued to potential bidders	07/08/2020
Potential bidders submitted responses to Selection Questionnaire	25/09/2020
Potential bidders informed whether selected to go forward to the next stage	23/10/2020
Invitation to Participate issued to selected bidders inviting them to participate in meetings with the Council	25/11/2020
Period during which meetings with selected bidders held	01/12/2020 – 22/07/2021
Invitation to Tender issued to selected bidders	16/08/2021
Date by which selected bidders must submit their tenders	(Anticipated) 12/11/2021
Period during which tenders will be evaluated	(Anticipated) 15/11/2021 – 07/01/2022
Preferred bidder selection approved by Cabinet	(Anticipated) 15/02/2022
Date on which contracts will be entered into with the preferred bidder	(Anticipated) 31/05/2022

The City Leap team attended OSMB on the follow dates:

08/07/2020

30/11/2020

05/03/2021

(and an exempt session is scheduled for 12/07/2021)

The future dates are yet to be determined, but it anticipated these will be September 2021 and February 2022.



Question 2:

Following the recommencement of the City Leap procurement, there was a review of the proposed internal holding structure for City Leap JVCo. After discussion at Cabinet Member Briefings and City Leap Project Board meetings in relation to the City Leap procurement, a paper setting out various options for holding the shares in JVCo was put to Shareholder Group for consideration on 26 January and it was concluded at that meeting that the Council should be the direct shareholder of City Leap JVCo.

This was not a key decision and nor was it a reserved matter decision, but a robust decision-making process was followed which aligned with the best practice identified in the Grant Thornton recommendations. For example, the views of the Shareholder Group were captured in the minutes of that meeting, professional advice was sought and taken into account and, since that decision was taken, detailed mapping of the appropriate client function has begun.



LIBERAL DEMOCRAT QUESTION 4

Question(s) to the Mayor from Councillor Jos Clark – Brislington West

Subject: Resident Parking Zones

Earlier this year a residents parking zone was created in Brislington West which has now started to bed in with residents and visitors. Cllr Varney and I have been contacted by residents who do not have a mobile phone only a land line and so find it impossible to register visitors and others who are being fined for not having a permit when in fact they have purchased one.

These issues have been very difficult to resolve because the parking scheme is being run by a third party MiPermit, who although have been helpful have not been able to resolve these issues. I would like to ask the mayor if he could resolve these issues and ensure that other residents across the city do not have these issues?

REPLY:

- Any resident who cannot use the digital services can apply for paper visitor scratch-cards.
- Call on 0345 520 7007
- This information is publicised at <https://www.bristol.gov.uk/parking/get-visitors-permits>
- Our records show that we have currently issued paper scratch-cards to 4 residents of Edward Road & Chatsworth Road PPA.
- If there are further issues you can take up with the officers.



LABOUR QUESTION 5

Questions to the Mayor from Councillor Breckels, St George Troopers Hill ward Subject: Nicholas Wanderers Sports Asset Transfer

1. Please can you tell me when the Sports Asset Transfer for Nicholas Wanderers Football Club in Dundridge Park be completed?
2. Why has the process taken so long and what lessons will be learned going forward

REPLY:

- Dundridge park is part of the sport asset transfer programme we have publicised previously. This process was extended due to Covid.
- We welcome the proposals that Nicholas Wanderers have submitted for the facilities at Dundridge Park. We know that the club requested a renewal of its lease ahead of the process so has been waiting longer than other applicants.
- This process will end in September and we will be contacting applicants shortly about their expressions of interest



GREEN QUESTION 5

Question(s) to the Mayor from Councillor Ed Plowden, Windmill Hill

Subject: Cycling and walking round Temple Meads

For many years the road lay out around Temple Meads has been a major block to people being able to cycle from South Bristol into the centre of the City, and those who are walking and who are brave enough to cycle have faced noisy, overcrowded and polluted conditions.

The regeneration of Temple Island is a strategic opportunity to address this and much needed provision for the site itself to encourage active travel to and from it. It was agreed when the Temple Quarter Enterprise Zone that the increasing densification of the area needed to be supported by first class Active Travel infrastructure as the current mode share needs to be rebalanced to accommodate all the additional activity locally.

We are very concerned at the removal of the Southern Entrance to Temple Island from the scope of the programme, and would consider that it would have been a common courtesy to inform local ward members.

Q1: On what grounds has this decision been made and what alternative options were considered?

Q2: If this is on cost grounds is there a possibility that other funds or other provision for walking and cycling could be applied to the site?

REPLY:

Question 1

- The decision was made both on the cost implications to the project and the amount of land that was taken up for the southern entrance to work, due the gradient between the road and the Temple Island site.
- With the L&G scheme now partially replacing a southern access with access from A4 to Temple Island (subject to planning), it was deemed unnecessary.

Question 2

- The alternative options that were considered included the western and eastern entrances.
- Walking and cycling will be fundamental parts of the master-planning.
- As it comes forward we'll look at opportunities on this site and in the area.



CONSERVATIVE QUESTION 5

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

Subject: Allotments

The Council allotment service is currently moving away from all keypad locks to the City's allotments because they are too expensive. They are also phase out traditional key locks on the grounds that when people leave not all keys are returned. Instead they are turning to padlocks with number codes.

Putting aside the fact that this is no more secure than a traditional key - as the padlocks aren't changed every time a tenant leaves and the allotment team doesn't appear to be rushing around lobotomising every tenant to ensure that they forget the code - it is causing massive problems for users:-

1. The padlocks are fiddly, so any kind of dexterity issue makes them impossible to work.
2. They are hard to read so any sight impediment prevents use.
3. Since they are awkward, they are rarely locked leading to huge concerns.
4. If they are locked though, and you have problems with points 1 or 2, then you can get locked in (this happened at an allotment in my ward).

The old key method was self-funding as everyone paid for their keys anyway.

The second issue is that hosepipes cannot be used to move water from the main tanks to private water butts for fear of legionnaires disease. Forcing allotment holders to move all water via bucket over some considerable distances. Mitigations can be put in place to reduce any risks but have not been explored.

Q1. Will the Mayor please talk to his allotment team and insist that the key method is restored

Q2. Will he also ask them to review what mitigations can be put in place to allow the use of hosepipes again?

REPLY:

Question 1

- We will be trialling another lock that we hope will resolve the access issues some people are experiencing.
- In the meantime if tenants are having difficulties, please contact the Allotments Service.

Question 2

- We are carrying out an impact assessment to understand how many of our tenants are adversely affected by this measure and for us to understand what measures we need to put in place to address this.
- We have recently invested in our water management system on all our allotment sites to ensure that any risks to the water supply itself is eliminated.



LIBERAL DEMOCRAT QUESTION 5

Question(s) to the Mayor from Councillor Andrew Varney – Brislington West Subject: Anti-Idling Zones

In December 2018, former Liberal Democrat councillor for Hotwells and Harbourside, Cllr. Mark Wright, proposed a motion calling for the introduction of anti-idling zones outside schools, which was passed with cross-party support. The council agreed to trial four zones in autumn 2019 and if successful, roll out to every school in spring 2020.

I'd like to ask the Mayor if the trial took place as planned, was it a success and if yes, when will it be rolled out across the city?

REPLY:

A no-idling trial did take place, in January 2020 we launched an [Idling Action Campaign](#). It asked drivers to turn their engines off when stopped to help improve air quality citywide, but especially around air pollution and idling hotspots, such as schools and hospitals.

Over 1,400 pupils engaged in air quality activities across 3 schools including the Eco team from one school staging their own protest about the pollution from traffic outside their school.

We are rolling out the “school streets” project where we don't allow traffic onto those streets during opening and closing of schools.

Opening up roads to pedestrians and cyclists by closing them to motor traffic at the start and end of the school day, encouraging more active commutes by making it easier to walk, cycle and scoot to the school gates.



GREEN QUESTION 6

Question(s) to the Mayor from Councillor Tim Wye, Ashley

Subject: Parking Control, Ashley Ward

Whilst I am aware that this is an issue in a number of wards, this question is submitted on behalf Ashley Ward by all three Cllrs. St Andrew's and St Paul's residents have raised the issue of parking with us on numerous occasions.

Local residents feel that some parking restrictions are required as they continue to experience overflow from neighbouring RPZ areas.

There are new concerns that this will get worse with the Clean Air Zone, as the areas become a park and ride for polluting vehicles.

In St Andrews in particular residents feel there is a mandate to introduce controls having had a majority supporting this in consultation despite being told overall response rates were not large enough to be conclusive.

Question

Our questions are how we can respond to residents' legitimate concerns and move forward with parking control in these areas? Specifically, could the Mayor's Office outline the criteria and what has to be done to demonstrate a mandate for action for the council to take?

REPLY:

We have been clear with councillors and the community that, in line with the manifesto promise of 2016, "overwhelming support" must be demonstrated by the community. Our survey suggests that there was no clear mandate – only a small majority of support among those that responded.

RPZs promote car use. The challenge we have to take on is to support modal shift and RPZ are an outdated approach. Our direction of travel is Liveable Neighbourhoods which can be a better way to improve active travel routes while reducing antisocial parking.

If any councillor feel that any part of their wards are a potential pilot area we are open to considering them and encourage you to discuss this with officers as we develop our strategy.



CONSERVATIVE QUESTION 6

Question(s) to the Mayor from Councillor John Goulandris (Stoke Bishop)

Subject: Sea Mills Signal Station Allotments

These are very popular and well used allotments in my ward. Unfortunately, local deer have become frequent 'guests' in 2020 with the result that many of the vegetables grown have been eaten by these animals. Fencing was promised by Council officers some time ago and matters appeared to be progressing, but all has gone quiet again.

Q1. Could the Mayor use his influence to remind officers that the deer have not gone away and that fencing is needed now, if this year's crops are to be harvested safely?

REPLY:

- Thank you for bringing this to my attention.
- Much as I know many people take pleasure in seeing wild deer in areas of Bristol, we have now has issued a works order, to install fencing to keep out deer and other wildlife from the allotment site.
- We are currently awaiting a commencement date for works from our contractor.



LIBERAL DEMOCRAT QUESTION 6

Question(s) to the Mayor from Councillor Tim Kent – Hengrove & Whitchurch Park Subject: Resident Engagement

Bristol City Council website promotes several ways to engage with the mayor, which is welcome. One of these is your twitter account. How many people have been blocked from viewing and engaging with the Mayors twitter account?

REPLY:

- I set up my @marvinjrees Twitter account before being elected as Mayor.
- I can choose what I do with that account. That includes blocking individuals who are abusive or deliberately spread misinformation.



GREEN QUESTION 7

Question(s) to the Mayor from Councillor Jenny Bartle, Easton

Subject: High street renewal fund

How will residents and business owners be able to direct the use of the high street renewal funds, and how should we as councillors be helping?

REPLY:

- Engagement plans are part of the work. Councillors can input directly as local leaders support their wards to engage by promoting the opportunities to shape future projects. We'd expect councillors to be develop understanding and putting forward their plans anyway.
- There will be citywide business support and a vacant commercial property grant scheme across the city's 47 high streets. Businesses/organisations will be able to apply for up to £10,000 to bring vacant property back into use.



CONSERVATIVE QUESTION 7

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

Subject: Bristol Holding Ltd

On 3rd June, according to Companies House, Bristol Holdings converted £27,321,425 redeemable preference shares to ordinary shares of the same notional amount.

Q1. Given these shares are worthless, what was the justification or rationale for this reclassification?

Q2. In the aftermath of the Grant Thornton comments about governance and decision making, what overview of this decision took place as far as councillors were concerned?

REPLY:

Question 1

- The council's shareholding in Bristol Holding largely mirrors Bristol Holding's shareholding in BE 2020, as this was how the council historically invested in BE 2020.
- Given the financial position and the decision to sell the assets the redeemable preference shares in BE 2020 were reclassified to ensure that BE 2020 could be wound down on a solvent, and well managed basis, following the sale of the business in 2020.
- A solvent liquidation could not have been undertaken with the redeemable preference shares in issue.
- As a mirror image of the BE 2020 shares, the redeemable preference shares in Bristol Holding were therefore also reclassified, and related interest was waived. The reclassification did not materially change the position as 100% provision was already reflected in the council's accounts.

Question2

- Shareholder Group (which is chaired by the shareholder representative, attended by one other Cabinet member, and observed by the Chair of OSMB) discussed the potential reclassification in March 2021.
- The decision was taken by the Shareholder representative (Cllr Cheney) at his Cabinet Member Briefing (CMB) on 26 April 2021, in line with existing practice that decisions that are to be taken by the shareholder representative are taken at Cabinet Member Briefing unless they are key decisions, which this was not.
- Shareholder Group was notified of the decision and a summary of the decision was published on the council's website at the end of April, in line with Grant Thornton recommendations.



LIBERAL DEMOCRAT QUESTION 7

Question(s) to the Mayor from Councillor Jos Clark – Brislington West

Subject: Low-Mow Zones

We have all been very lucky this year as the weather has been kind to our gardens, but the mixture of rain and warm days has meant that the grass has grown very fast over the past few weeks meaning that Brislington West has become in places like a hay field. Both Cllr Varney and myself have received numerous complaints from residents complaining about the state of the area. Would it be possible to have a conversation with officers about designating low mow areas on some of the verges we both want to maximise the amount of low-mow zones across Brislington West in order to promote biodiversity. Also ensuring that the areas where there is high footfall are maintained to a high standard?

REPLY:

- We will be reviewing our grounds maintenance and grass cutting specifications as one action to help us meet One City Environmental Emergency Strategy goals by 2030. We will be introducing planned changes across the next 1-3 years ensuring that we listen to residents and communities beforehand and as we progress.
- We know change must reflect that different people want different things from green space and that they must still provide for sport, play and events whilst feeling safe and welcoming.
- We are already implementing some mowing changes at a small scale where we think it is appropriate to potentially benefit wildlife and monitoring the response to this. An example is to change some areas cut just once a year to once every three years which helps support invertebrates.



GREEN QUESTION 8

Question(s) to the Mayor from Councillor Jude English, Ashley Subject: CAZ fees for Emmaus and Children's Scrapstore

Ashley is home to many charities and community interest companies that offer vital support to vulnerable residents across the city. Emmaus and Children's Scrapstore are 2 of many that have contacted me with their concerns about the proposed £100 pounds fee for entering the Bristol Clean air zone (CAZ) using their currently non-compliant delivery vans.

What mitigation such as exemptions or fee reductions will be put in place to assist these organisations to continue their essential work and when will detailed plans for exemptions and charges for the CAZ be published to enable organisations to forward plan?

REPLY:

Do you support the clean air zone and measure to improve air quality?

Three quarters of all vehicles are already compliant. Petrol cars of around 15 years old are mostly regarded as compliant.

Only older and more polluting vehicles will be charged to drive in the Clean Air Zone and there is a full list of proposed support including mitigations and exemptions. These have been published in the Full Business Case (FBC) on 25 February 2021.

A greatly enhanced package of support for businesses and residents is now available that totals over £46m (and includes over £32m to help businesses and organisations upgrade to cleaner vehicles) has been submitted. These proposals are currently being reviewed and considered by JAQU.

Businesses and organisations with older and more polluting commercial vehicles registered within the zone will also be able to apply for exemptions to allow time to consider how they can change to greener less polluting vehicles. The delay to the introduction has given these businesses even more time without affecting compliance.

The full list of finalised support measures including exemptions will be published once the FBC is approved by government. These will be made available in advance of the scheme going live.



CONSERVATIVE QUESTION 8

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

Subject: Stockwood Open Spaces – Motorbikes & Grass Cutting Rotas

For years now residents have seen their quality of life reduce due to the incessant noise and dangerous riding emanating from people illegally riding their motorbikes across the Stockwood Open Spaces. This also significantly damages the environment and the safety for the community.

Q1. Does the Council have any plans to introduce patrols or cameras to try to apprehend some of the perpetrators?

Over the last few weeks my inbox has been groaning with the amount of negative comments about the lack of grass cutting.

Many local residents take pride in their gardens and would like the Council to do the same with their areas of green spaces. This reflects poorly on the Authority and how it serves our residents. If there is a deliberate Corporate policy to reduce grass cutting to enhance the survival of pollinators, then please can this be clearly enunciated to Ward Councillors so that this information can be passed on to the public.

Q2. How can we ensure the recent lack of grass cutting is not repeated or communication is improved?

REPLY:

Question 1

- I can appreciate that this anti-social behaviour must be challenging for the community. Send us the detail and we'll talk to the police.
- Because of the prohibitive costs of cameras, we do not have any plans to introduce them at this time.

Question 2

- We have ambitious ecological targets and policies in Bristol.
- Our intention is to reduce the area of land that is mown frequently and contribute to urban pollinators and wildlife as part of our ecological commitment.
- As a response we have reduced mowing in some small areas – particularly areas where there is a lot of grass so this can be on purpose.
- I would encourage you to meet with our head of Service Natural & Marine Environment to discuss the locations and understand if this is deliberate or where we are not keeping up our maintenance.



LIBERAL DEMOCRAT QUESTION 8

Question(s) to the Mayor from Councillor Alex Hartley – Hotwells & Harbourside Subject: Future of St George Church of England Primary School site

Back in February, Cabinet agreed to close St George CoE Primary School on Queen's Parade from 31st August 2021. My belief is that part of this site (on junction of Queens Parade and York Place) will soon revert to the Diocese of Bristol who intend to sell it off. This would make an ideal city centre location for nursery and it would be a great shame if the site were lost to developers before other opportunities with greater community value were explored. I hope the Mayor promise to work with local residents to bring well needed local amenities that will create greater community value to the site.

I wanted to ask the Mayor what the current plans are for the school site from 31st Aug?

REPLY:

- The annex site belongs to the diocese and we have no power over private owned land.
- They plan to sell the site and use a proportion of the proceeds to the benefit of the pupils at St George and St Michael's who will move into the new school, Willow Park, that will be operating in the existing St Michael's building.



GREEN QUESTON 9

Question(s) to the Mayor from Councillor Martin Fodor, Redland Subject: Liveable Neighbourhoods and parking

Residents were told 5 years ago to work with councillors to deal with parking problems Now they are being told when they contact the Mayor to work with councillors to get lower traffic or liveable neighbourhoods.

1. What resources are there for councillors to get highway staff assistance and technical support, funds or guidance when working with residents?
2. At the moment the Mayor says the city will pilot two liveable neighbourhoods. What's the timescale for the city's neighbourhoods to be made more liveable?

REPLY:

Question 1

- Or direction of travel is liveable neighbourhoods. We've moved away from RPZ as all they do is promote driving, but our challenge is modal shift.
- In response to the pandemic we have ramped up our engagement activity with communities and councillors across the city, delivery an ambitious programme of works under our '[street space](#)' project as well as engaging with over [10 neighbourhood areas](#) to suggest improvements to residential roads and high streets.

Question 2

- To ensure the councils' limited resources for Liveable Neighbourhoods are equitably distributed across the city we are developing a strategy with city partners to establish sources of funding, timescales for delivery and a methodology for how we prioritise investment in our communities.
- We plan to consult on this Strategy before the end of the end of the calendar year and welcome councillor input.



CONSERVATIVE QUESTION 9

Question(s) to the Mayor from Councillor James Scott (Avonmouth)

Subject: VEHICLE DAMAGE TO GRASS VERGES

Q1. Limited road space and a lack of parking places in many residential streets but particularly around green space attractions, has led to drivers traversing or using grass verges inappropriately. This leads to damage and spoils the visual appeal of these areas. Can the Mayor make repair and deterrence of this anti-social behaviour a higher priority of highways enforcement?

Q2. For many years, Members could apply for assistance from the Narrow Estate Road Improvement Fund which was created to tackle problems arising in areas built before mass private car ownership. This was very successful in identifying sites and providing relief at relatively modest cost. Will the Mayor consider reintroducing such a scheme to which members could apply through their area committees?

REPLY:

Question 1

- Without parking restrictions or a pavement parking ban in effect, we have no enforcement power and would be looking to colleagues in Avon and Somerset Police for support.
- If you want to give us some details we can discuss with the police.

Question 2

- The Narrow Estate funding previously devolved to the Neighbourhood Partnerships is no longer available but each Area Committee can choose to allocate CIL if this is an issue for them.
- Given the huge number of calls on the transport budget, including some substantial key infrastructure repairs and projects which have to remain our priority.



LIBERAL DEMOCRAT QUESTION 9

Question(s) to the Mayor from Councillor Andrew Brown – Hengrove & Whitchurch Park (not in attendance – written response needed)

Subject: Bristol Airport Net-Zero

The Mayor was at an event last week where Bristol Airport committed to becoming Carbon Neutral by the end of the year, and to achieving Net Zero by 2030, with regard to ground operations. Indeed, he was quoted in their press release welcoming the move.

However, the operations of the airport cannot be seen in isolation from the traffic to and from it, both on the ground and in the air. Can he update members on what discussions have been had with regard to reducing the environmental impact of traffic to and from the City?

Further, has he discussed this Council's opposition to the airport's expansion, as per the motion passed in December last year with support from his group, with the management of the airport?

REPLY:

Question 1

- I have welcomed the new plans for Bristol airport as I would any organisation who have made efforts to reduce their carbon output.
- The appeal is a matter for the secretary of state, who is ruling on a planning matter previously decided by the democratic decision of North Somerset Council. I am not involved.

Question 2

- The motion did not ask me to discuss anything with the airport management.



GREEN QUESTION 10

Question(s) to the Mayor from Councillor Paula O'Rourke, Clifton

Subject: Car ownership

Psychological dependence on car-ownership is a dependence which needs to be broken. Car sharing must be a big part of solving both congestion and air quality. There are several car clubs operating in Bristol but usage seems to be very low (every time I go to book one, there are lots vacant).

What does the Mayor think can be done to promote car sharing?

REPLY:

- Transport team would welcome suggestions and ideas to promote car sharing and would appreciate your ideas.
- The Council actively supports Car Clubs through the provision of on street bays and securing developer contributions for new sites from new developments
- The Council promotes car clubs through engagement and behaviour change activities such as travel roadshows, through targeted door knocking and through transport project engagement work.
- Details of all the Sustainable Transport offers including Car Clubs can be found on the Travelwest website and are promoted on all Transport engagement materials
- Car clubs are commercial operations and so the Council can promote the facilities in general rather than specific operator
- Usage has been impacted from Covid-19 but this is expected to recover
- Car clubs are part of the wider Transport Strategy that supports the development of bus travel, walking and cycling that can combine with car club provision to offer a viable alternative to car ownership
- 'Join my Journey' is a journey sharing app that has been in place for the last 5 years, and is currently being retendered and will be relaunched over the Summer



CONSERVATIVE QUESTION 10

Question(s) to the Mayor from Councillor Sharon Scott (Westbury on Trym & Henleaze) Subject: A4018 Improvements

Q1. Can the Mayor confirm the current proposed spend, source of funding and timing of the A4018 improvements phase 1?

Q2. Can you state what funding is or will be available for phase 2 of this important scheme?

REPLY:

Question 1

- A4018 Phase 1 which covered the improvements from Crow Lane Junction to Charlton Road Junction, has a budget of £3,097,316.55 including design, construction, and project management costs.
- The project has been funded to date through Local Growth Funding (LGF), Integrated Transport Block (ITB) and BCC Match funding.
- The current proposal is that the next stage of works is funded through the Community Infrastructure Levy. (CIL). The design is programmed to be finished in 2 months at which point it will go through internal technical approvals and Road Safety Audit before going out to tender in November 2021.

Question 2

- There is £4.94m of Section 106 funding allocated for the A4018 corridor from the Cribbs Patchway New Neighbourhood developers in an agreement between the developers and South Gloucestershire Council (SGC).
- We are maintaining a dialogue with SGC over this matter and are preparing a Memorandum of Understanding to establish details such as the timing and quantities of funding that will be provided to us by SGC when the development commences.



GREEN QUESTION 11

Question(s) to the Mayor from Councillor Jude English, Ashley

Subject: Helping residents achieve functioning Low Traffic Neighbourhoods

The BCC Climate Emergency Action Plan demands a 40% reduction in car miles by 2030. Car miles generated by commuters into St Andrews in Ashley ward and the resulting well documented uncontrolled commuter parking cause nuisance, pollution and stress to residents. Since 2016 councillor led requests for workable solution to this pressing issue have remained unaddressed by yourself and 3 previous named cabinet members for transport in the Labour administration. We now understand that Low Traffic Neighbourhood Planning is mooted as possible route for action.

Following a BCC led survey which showed support for action on this issue and our own climate goals can you please outline the annual steps the current Ashley Cllrs should follow to help residents achieve a functioning Low Traffic Neighbourhood (which by custom and practice includes controlled parking measures) by 2025 in order to reduce car miles in the ward by a target of 20%?

REPLY:

RPZs encourage car ownership and do not tackle the real challenge of modal shift.

This is why we want to trial at least two liveable neighbourhoods in the city which are much more modern responses to the challenge of transport.

We're developing a strategy for liveable neighbourhoods now, considering the sizes and approaches to take. Our initial thinking is an area in East Bristol as one trial area.

You'd be welcome to contribute your ideas for areas, and approaches, to officers as we consider the list.



CONSERVATIVE QUESTION 11

Question(s) to the Mayor from Councillor John Goulandris (Stoke Bishop)

Subject: E-Scooters

Q.2 Residents have asked who is primarily responsible for policing the e scooter trial i.e. to whom should they report scooter riders using these vehicles illegally e.g. without helmets or 2- persons riding one scooter or underage children riding scooters? The police, the Council, the operators or all three?

REPLY:

- Any issues with the Voi e-scooters or rider behaviour should be reported to Voi in the first instance online at: www.voiscooters.com/report/uk
- Serious offences or those involving criminal activity should also be reported to the Police. Each scooter has a 4 digit registration plate on it, and if that together with the time, date and location is reported then the users can be traced by the Police, or by Voi who can issue warnings to riders or ban them from using the scheme.
- Specifically WECA are managing the contract with Voi, any complaints or general issues relating to the trial and rider behaviour should be sent to them at escootertrial@westofengland-ca.gov.uk
- E-scooters are classed a motor vehicle so penalties for traffic offences are the same as for cars and motorbikes.
- The e-scooter operator has responsibility to ensure the users are complying with terms and conditions of use. They have the ability to penalise or ban users who are not.
- There is no requirement to wear a helmet while using the Voi e-scooters



CONSERVATIVE QUESTION 12

Question(s) to the Mayor from Councillor Henry Michallat (Stoke Bishop)

Subject: TEMPLE ISLAND REDEVELOPMENT

Q1. The Mayor is aware of the concerns which have been raised around this bespoke arrangement with Legal & General and the narrow interpretation of this agreement used to negate or avoid orthodox tendering processes. As I understand it, this has been justified on the basis that this is not a contract for works, goods, or services but a novel property investment partnership. Does the Mayor share my belief that, if nothing else, this controversy reveals a potentially serious loophole in local government procurement regulations?

Q2. I suspect the public will continue to find this £350m deal as somewhat anomalous in that often very modest contracts still have to comply with strict competition procedures to ensure 'best value or consideration'. Can the Mayor confirm what independent advice (other than the accountancy firm KPMG) was sought before it was concluded that alternative delivery mechanisms for this valuable site i.e. straight sale; joint venture; or OJEU procurement were less attractive or appropriate?

REPLY:

Question 1

- No, I do not share your belief.

Question 2

- Internal and external legal advice has been taken to ensure the transaction complies with all relevant procurement requirements as has been previously outlined at Cabinet and at Scrutiny.
- This deal brings forward a site that has been derelict for 40 years. That's 40 years of inaction. It will now provide much needed homes and employment space in a sustainable location and bring investment at a time we plan our recovery from the pandemic.
- You will also see in the media that the Prime Minister personally welcomes it.

