

Full Council – 12 September 2023

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 who live and/or have a business in Bristol 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). Written replies will be published within 10 working days following 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	Anita Pearce	Eagle House
PQ02	Margaret Rawlins	Eagle House
PQ03	Suzanne Audrey	Housing
PQ04	David Wherrett	Redcatch Park Tennis Courts
PQ05	Claire Gronow	One City Climate Strategy
PQ06	Sarah Cemlyn	Clean Air Zone
PQ07	Mark Ashdown	Planning Applications
PQ08	Michaela Andrews	Plant Based Solutions
PQ09	Helton Azzel	One City Climate Strategy
PQ10	Martin Rands	MetroBus Planning Conditions
PQ11	Claire Rexworthy	Wells Road
PQ12	Annette Catherine	East Bristol Liveable Neighbourhood
PQ13	Brian Rexworthy	Wells Road
PQ14	Ian Skuse	Wells Road
PQ15	Cliff Evans	Council Tax Benefits
PQ16	Laura Chapman	Broadwalk Development
PQ17	Helen Evans	Planning Decisions
PQ18	Rachel Fagan	Cultural Investment Programme
PQ19	Naomi Campbell	Cultural Funding Allocation
PQ20	Janet Adams	Arts Funding
PQ21	Helen Hughes	East Bristol Liveable Neighbourhood
PQ22	Helen Webster	Redcatch Quarter
PQ23	Peter Liddington	Wells Road
PQ24	Robin Millard	Broadwalk Development
PQ25	Caroline Owens	Broadmead Development
PQ26	Stephanie Richmond	East Bristol Liveable Neighbourhood
PQ27	David Redgewell	Transport
PQ28	Sarah Buchanan	Broadwalk Development
PQ29	Dan Ackroyd	Metro Underground
PQ30	Dan Ackroyd	Budget
PQ31	Ian Harris	Arts Funding
PQ32	Keep Bristol Moving	East Bristol Liveable Neighbourhood
PQ33	Meg Smith	East Bristol Liveable Neighbourhood
PQ34	Gerard Cooke	Arts Funding
PQ35	David Rexworthy	Wells Road
PQ36	Lesley Robinson	Broadwalk Development



QUESTION PQ 01

Subject: Eagle House

Question submitted by: Anita Pearce

QUESTION 1

The occupants of the ex-youth facility Eagle House, Newquay Rd have repeatedly broken the terms of their contract.

Why have no steps been taken to remove them?

REPLY

- We were not aware of complaints of breaches but the information supplied by you has been shared and passed to Property colleagues who will investigate as they do with all tenants.
- Any complaints about the work of the Charity Commission needs to be addressed with that body.



QUESTION PQ 02

Subject: Eagle House

Question submitted by: Margaret Rawlins

QUESTION 2.

When asked at the last Council to consider re-opening the Newquay Rd Youth Club, the Mayor pointed to the new proposed facilities at Inns Court.

Does the Mayor not realise the need is for a local service to tackle a local problem now?

REPLY

- It is not as straightforward as that. We are building the Youth Zone and we fund youth providers all over the city. We don't determine where they are based.



QUESTION PQ 03

Subject: Housing

Question submitted by: Suzanne Audrey

Question 1.

The 2022/23 housing completion figures should have been submitted by Bristol City Council to the Department for Levelling Up, Housing and Communities (DLUHC) by Friday 14 July 2023. As it is now September, please can you tell me the total number of new homes completed in 2022/23, of which how many are classed as affordable, and how many of those are for social rent?

REPLY

- Our return was submitted, and all this detail will be published in due course.

Question 2.

Can the cabinet member for housing delivery and homes, please give your understanding of the problems associated with single-aspect homes in hyperdense developments?

Reply 2:

- Our record on the housing crisis and steps to tackle it speaks for itself in a city of 42 square miles and a growing population.
- We have the Urban Living SPD which speaks to the issue of developing homes in denser areas, and the Local Plan which will be consulted on later this year will speak to the issue further.
- Every development should be judged on its own merits.
- Every development comes to planning and the mayor's office works with everyone to improve their applications.



QUESTION PQ 04

Subject: Redcatch Park Tennis Courts

Question submitted by: David Wherrett

I am writing to you in opposition to the current proposals, by council officers and the Elected Mayor, to make Redcatch Park Tennis Courts “Pay Per Play” through the proposed “Bristol Parks Tennis Courts Operating Model” as well as to challenge the consultation process and tactics by Council officers to change these, the only remaining free to play Park Tennis Courts in the City of Bristol. [*long preamble removed*]

Question 1

The council officers on this issue have not fully investigated all of the options or financial packages available and failed relate to local councillors before releasing “facts” to members of the community of Knowle on this issue. But instead continuing to mislead members of the local community into a false assessment of this situation.

Reply 1:

- The purpose of the consultation was to seeks views on the proposal to include Redcatch Park tennis courts into the citywide tennis operating model.

Other options we considered but did not recommend were:

- No change – this was not recommended as an option because the council cannot afford to operate and maintain the tennis courts to an adequate standard in the long term with the budgets available.
- The use of other funds for one-off maintenance, without adopting the Parks Tennis Operating model – this option was considered but was not recommended because it would not secure the long-term future of the tennis courts, nor provide the wider benefits of the Parks Tennis Operating Model.
- We considered the results of the consultation that demonstrated most people would support the changes that the new model would bring. We also considered the views of lawn tennis association who support the city-wide model. Most importantly we considered the results of the city wide online and app model on all the other courts it has been introduced in.
- Across the city this system has grown active participation in tennis, dramatically increased the number of people playing in our parks and been a total success. I am sure that this will also apply to Redcatch park which now guarantees players a court when they pre book.



Question 2

Why, after several other attempts to make Redcatch Park Tennis Courts Pay to Play, are the council officers so determined to push through and such a biased consultation document that, not only embellishes their misleading statements released to the public, but actually states that any other options to the one they are proposing is not an option they recommend or are prepared to take forward, and as it does not contain an option to say “No” to the proposal then cannot be seen as anything other than biased and non democratic and why does the elected mayor allow himself to be associated with this consultation and plan when he knows that this is misleading and also is against what is both city council guidelines and policy on equalities and possibly against current legal practice, as it excludes the lower social economic classes, and those of different learning abilities or the elderly all who cannot afford, have access to, or understand the technologies required to book courts and thus from free access to sporting and play opportunities? *[long preamble removed]*

Reply 2

- We did not just consider the results of the consultation.
- As a headline, respondents did oppose the pay to play option, however I suspect that if you ask anyone a question if they want to pay, or get it for free, you’ll only ever get one answer. If you drill down into the consultation, a majority of people supported the advantages the new model will bring.
- It is also worth considering only 290 people responded when the offer is city wide. The outcome of our decision has to be aimed at people who actually would consider playing tennis and those who already do.
- Our experience rolling this model out across the city has demonstrated that the guaranteed prebooking system, along with the other advantages of improved courts, lighting, tennis lessons has dramatically increased the number of people who are playing tennis in our parks. These are also the reasons the model is supported by the Lawn Tennis Association, who are responsible for growing the sport and getting young people to take it up.



QUESTION PQ 05

Subject: One City Climate Strategy

Question submitted by: Claire Gronow

Question

The Bristol Advisory Committee on Climate Change review (Feb 2023) noted that “a series of delivery plans were anticipated to follow from publication of the [One City Climate] Strategy, which would plot the course of implementation. At present, there are no delivery plans to deliver the goals and objectives of each theme.” It’s been 3.5 years since the One City Climate Strategy was delivered. When can we expect to see the delivery plans? If you are unable to answer this, who should I direct this question to?

Reply

- The One City Climate Strategy was launched on the 4th March 2020 as we entered the pandemic.
- There is a delivery plan which was drawn up by partners and grapples some of the key planning and funding arrangements in the city and region e.g.
 - Transport action is guided through the WoE Joint Transport Plan and the associated £540m investment in sustainable transport flowing from it.
 - Food priorities addressed in the Good Food 2030 Plan developed by the city council and partners.
 - Summer overheating risks will be considered by the council’s Keep Bristol Cool Framework which will be considered by Cabinet next month. We also made it a workstream of the City Regions Board.
- In addition, we have Bristol City Leap. Over the first 5 year it will invest £650 million in energy efficiency, decarbonisation of heat and generation of renewable electricity generation. This will remove 150,000 tonnes of CO2 from our emissions.
- The One City Environment Board has identified a sequence of outcomes and initiatives Bristol will deliver up to 2050. They refresh that every two years and it is working with the other City Office thematic boards to ensure that climate action is integrated into their plans for Bristol – that Transport, Economy, Health, Children, Homes and Communities.
- Last week Cabinet approved the submission of a bid by the city council to Innovate UK to do just this. If successful, this would result in £5million of funding to work with communities and partners in Bristol and the region to help secure significant investment in climate action.
- For those grappling with climate change this is not just about value statements – it cannot be delivered by political will alone. It needs billions of pounds of investment. The work we are doing with 3Ci is ground-breaking in connecting leaders of places with the money that is out there.



- Bristol has international impact. We have worked directly with the Foreign Office to initiate work to coordinate the UK's attendance at COP in a way that has never happened before. That will mean increasing likelihood that UK cities and cities around the world will get the investment to decarbonise and as we know the battle against climate change will be won or lost in cities.



QUESTION PQ 06**Subject: Clean Air Zone****Question submitted by: Sarah Cemlyn****Question 1**

I welcome the fact that the clean air zone extends up Whiteladies Road (a wealthy part of Bristol), but why does it not equally extend up the (more polluted but less affluent) A38, at least as far Horfield Common? I hope it will soon be so extended, to reduce health problems for pedestrians, cyclists and local residents, and reduce climate damage.

Reply

- The clean air zone does not extend up Whiteladies Rd. The northern boundary towards Clifton is at Jacobs Wells Roundabout, part way up Park St and Woodland Rd on Park Row. The northern boundary on the A38 is Stokes Croft.
- Furthermore, the boundaries are not set by politicians or officers here. We have a legal requirement to deliver compliant air quality in the shortest possible time. This resulted from Client Earth threatening national government with legal action who rolled it down on cities like Bristol. Government required us to introduce a clean air zone. There was very little flexibility within the shape and scope of a clean air zone.
 - We have our data on road usage (quantity of journeys, types of vehicles). We sent those numbers to our pre-approved partner Jacobs who processed this data and send back the CAZ map and directions on what the CAZ should cover to ensure compliance in the shortest possible time. That's how we get the map.
 - Anything we did that compromised delivery of compliant air in shortest possible time would be challengeable in court and we would lose.
- From the very beginning I raised concerns about the unintended, negative financial impact the CAZ would have on some households, businesses, and city partners. I talked directly with the then minister Therese Coffey several times and it was my constant pushback in this chamber and in the media when we were being asked to go harder and faster. Any conversation about extending should not happen without an understanding of the downsides for some people.
- There are no current plans to extend the CAZ because the modelling shows the current boundaries zone will reach compliance in the shortest possible time.
- There is some confusion. A Clean Air Zone is not a congestion zone to stop cars. It is a health intervention to change travel behaviour. This administration is committed to make it possible to get closer to being a car free city. That is why we're pushing forward / trying to work with our neighbouring authorities through the combined authority to deliver the ring of park and rides and a mass transit system with elements of underground where it is the only way of ensuring it is 100% segregated.



Question 2

And why has the bike lane on the A38 beside Horfield Common still not been restored? I also hope this will happen soon. It is a very well used route for bikes, but really difficult to negotiate safely alongside heavy, polluting motor traffic.

Reply

- I have raised this with the Transport team and these cycle lanes, will be added to the planned maintenance lining programme starting in the Dorian Road area from mid-October.



QUESTION PQ 07

Subject: Planning Applications

Question submitted by: Mark Ashdown

These questions are directed to the Mayor, who is identified as the Cabinet member responsible for Major projects (i.e. MetroBus) and Development Management.

Yes/No answers will suffice.

For nearly ten years, the Council has been subject to a number of planning obligations which it has failed to discharge. More recently, it has tried twice to remove these obligations. The first planning application to remove them, 18/02968/X, was refused; the second, 22/05943/X, is pending but no longer being actively prosecuted and Planning Enforcement refuses to enforce the planning obligations. The situation is at an impasse.

Question 1

Does the Council intend to bring planning application 22/05943/X back before the Development Control Committee to be decided?

Reply

- Yes

Question 2

Will the Local Planning Authority now be instructed to take steps to require the Council to comply with the outstanding 2014/2017 conditions?

Reply

- That's a question for the LPA, however, it's not usual practice to enforce against a live application.



QUESTION PQ 08

Subject: Plant Based Solutions

Question submitted by: Michaela Andrews

My name is Michaela & I have huge concern over the climate emergency and how food systems contribute.

I asked a question at council a year ago. After that, motions on plant-based solutions were tabled by 3 political groups, but they are not being prioritised & haven't been heard. Since these motions have been waiting for this council's attention, we've seen devastating wildfires, extreme heat and mass migrations across the world driven by global heating.

We know that meat and dairy produce many times more greenhouse gas emissions than plant foods. The science is unequivocal. Yet we currently eat twice the global average of meat. Public organisations must step up and show leadership to change this.

In the midst of a climate emergency as declared by this Council, Bristol should be leading the way, but on this we are lagging. Many other councils have voted for fully plant-based internal catering, to prioritise plant-based food options at all council-controlled external sites, and to promote plant-based eating to residents.

My question is simple:

Question

Will Council please give this issue the attention it urgently deserves, and debate the motion?

Reply

- Motions are agreed by the Party groups, so not a question for me directly.
- However my administration has taken action on meat and dairy consumption including:
 - One City Good Food 2030 framework has recently been published which sets out a vision for Good Food in Bristol. This includes several themes developed from Bristol's Going for Gold work such as eating better and the local food economy - both of which include climate friendly diets and how we can support a sustainable food system.
 - Introducing a Healthy and Sustainable Procurement policy which includes a mandatory requirement to have a Gold Bristol Eating Better Award and to offer and encourage the uptake of plant-based options and initiatives which might include meat free Mondays.
 - Including core actions within the Public Health administered Bristol Eating Better Award, including:



- Reducing the amount of red and processed meat as part of the menu
- Increasing the amount of fruit, vegetables and fibre as part of the menu
- Increasing the amount of plant-based ingredients in menus



QUESTION PQ 09

Subject: One City Climate Strategy

Question submitted by: Helton Azzel

Question 1

In February 2023, the Bristol Advisory Committee on Climate Change released its One City Climate Strategy Progress Report with 12 recommendations. Please provide an update of progress against these recommendations in the eight months since the report was released.

REPLY

- The report of the advisory committee is dated February but was not published until May.
- The recommendations were directed to the One City Partners and Boards, not specifically at the Council.
- The recommendations will be considered by One City Environment Board and Cllr Dudd, as co-chair of that board, will feed in Bristol City Council input on those recommendations.
- One of the recommendations is that the One City Partners develop a City Climate Action Plan and Investment Plan. Last week Cabinet approved the submission of bid by the city council to Innovate UK to do just this.
- If successful this would result in £5m of funding to work with communities and partners to help secure significant investment in climate action.

Question 2

What target has Bristol City Council set for private car journeys by 2030 & what measures are proposed to achieve this?

REPLY

- The City Council has not set a target for private car journeys by 2030. We have a number of aspirations and goals in the One City plan that seek to increase the use of sustainable transport to enable people to use their cars less. We are actioning proposals to enable this through government funded projects like CRSTS, Active Travel fund and the CAZ.
- But this is why we're supporting:
 - a ring of park and rides and
 - mass transit system
 - building at density on brownfield sites in the middle of the city



QUESTION PQ 10

Subject: MetroBus Planning Conditions

Question submitted by: Martin Rands

Question 1

A planning application 22/05943/X was brought on 15.12.22 to remove all the Metrobus planning conditions attached to the 16/05853/X Metrobus AVTM planning consent.

These conditions were for the provision of a shared space scheme at Avon Crescent, and for the replacement of 55 trees, as mitigation for those felled around Avon Crescent during the construction of Metrobus AVTM.

Why was this application pulled on the morning of the development control committee hearing, by the Mayors Office?

REPLY

- The application wasn't withdrawn by the mayor's office. The chair of the committee, Cllr Stafford-Townsend asked that it be postponed and brought back at a later date.

Question 2

It was said at the time that this application was to allow 'for further consideration' Exactly when will a s73 variation to the 16/05853/X conditions be re-submitted to the development control committee, or the shared space and trees be provided?

Until consent is given by the development control committee, and Metrobus services continue to run, Bristol City Council remains unlawfully in breach of the planning conditions it imposed upon itself. This sets a very poor precedent for any future 'Western Harbour' development planning conditions.

REPLY

- The date is to be confirmed



QUESTION PQ 11

Subject: Wells Road

Question submitted by: Claire Rexworthy

Question 1

Has the council given any thought to the fact the increased volume of traffic being channelled through side roads will have a huge impact on everyone's safety at the well supported childrens play park and green space in Mowbray Road?

REPLY

- Project Officers will be looking at options for traffic calming measures along the roads mentioned, and funding will be sought through the CRSTS programme for implementation should these measures be required.

Question 2

The Wells Road is not served particularly well by buses, it is predominantly for 'country' buses which are not as frequent as First Bus routes, so why is there a proposal for a 12 hour bus lane from Gilda Parade to the junction of Airport Road/Callington Road?

REPLY

- The proposed bus lanes run from Gilda Parade to the West Town Lane junction in both directions. These will help future proof the bus network, especially if P & R sites are implemented along this corridor.
- My office has met with local councillors on this. We do need bus lanes. More buses in the future will drive the necessity for bus lanes but for now we are considering peak hour only bus lanes and we are working on the final business case.



QUESTION PQ 12

Subject: East Bristol Liveable Neighbourhood

Question submitted by: Annette Catherine

Please can you advise re the EBLN:

QUESTION

What responses did you receive from small local businesses, newsagents, take aways, cafés etc about the economic impact of the proposed zone?

REPLY

- All properties including commercial have been sent letters at each stage of the project.
- Targeted business operational survey sent to understand current business operation and requirements, as well as staff journey habits.
- During the most recent round of engagement, some businesses have raised concerns with how the scheme will impact them. The team is currently reviewing the feedback from the most recent round of engagement to understand what changes could be made to address concerns and to encourage businesses to make the most of this opportunity.
- The team has been engaging with the wider community, including local businesses since January 2022.
- Postcards sent out at “co-develop” and “pretrial” phase.
- Door knocking to communicate the plan for the trial and to make sure they knew about the information sessions.
- BCC identified 405 commercial properties/businesses in the locality.
- In February 2022 business were contacted to share how their business operated so that it could be taken into consideration as the plans developed.
- Of the 405 identified 93 local business responded. Highlights from the responses include:
 - Benefits indicated they were hopeful for better air quality and making it easier and safer to move around by foot and on bicycles
 - Challenges/concerns raised were about accessing surgeries and schools

QUESTION 2

How much income does the council expect to earn from cameras and fines in the zone after the trial?

REPLY

- This is not intended to be an income generating scheme. Ideally it would raise no money if implemented.
- Any fees received would be ringfenced for sustainable transport measures in the local area to benefit the community.



QUESTION PQ 13

Subject: Wells Road

Question submitted by: Brian Rexworthy

QUESTION

Why is the proposed bus lane operating longer hours than the one feeding the A4 Park & Ride?

REPLY

- It is not longer than the Park and Ride on the A4. The bus lane feeding the P & R on the A4 Portway is 24 hours. We are looking at peak hours only as we work towards the full business case.

QUESTION 2

How are you going to stop speeding drivers using the narrow side streets such as Mowbray Road to gain access to West Town Lane following the proposed No Right Turn at its junction with the Wells Road?

REPLY

- Project Officers will be looking at options for traffic calming measures along the roads mentioned, and funding will be sought through the CRSTS programme for implementation should these measures be required.



QUESTION PQ 14 (repeat of PQ13)

Subject: Wells Road

Question submitted by: Ian Skuse

QUESTION

Why is the proposed bus lane operating longer hours than the one feeding the A4 Park & Ride?

REPLY

- It is not longer. The bus lane feeding the Park & Ride on the A4 Portway is 24 hours.

QUESTION 2

How are you going to stop speeding drivers using the narrow side streets such as Mowbray Road to gain access to West Town Lane following the proposed No Right Turn at its junction with the Wells Road?

REPLY

- Project Officers will be looking at options for traffic calming measures along the roads mentioned, and funding will be sought through the CRSTS programme for implementation should these measures be required.



QUESTION PQ 15**Subject: Council Tax Benefits****Question submitted by: Cliff Evans****Question 1**

Given that the Mayor has wasted taxpayers money on projects not wanted by the electorate can he explain why you are now looking at taking money from those that really need it ie. the old and vulnerable of the city by removing their council tax benefits?

Reply

- Want to take this opportunity to correct the level of misinformation being pushed. We're not getting rid of the council tax reduction scheme of £43million. We are consulting on £3million of that spend.
- We're asking people to comment on ten options for that £3million, one of which is to retain the scheme as it is. That's what is actually happening.
- The context is the financial pressures facing Bristol along with all other local authorities in the UK.
- We have to find the money in our budget to protect and deliver statutory services, within a balanced budget framework.
- There is no alternative to this. If you do not balance your budget, you have to file a section 114 notice. We've seen it in Birmingham, Woking, Croydon, Thurrock.
- The council tax reduction scheme is not a statutory spend and because of the situation we are in, we have to consider it. If you don't make savings here you have to make it in some other support service.
- This administration has prioritised supporting low-income households by delivering over £325 million of support since 2016. We recently secured £8 million of additional funding through the Household Support Fund.
- Bristol is one of the last core cities to offer a fully funded Council Tax Reduction scheme, after the Conservative-Liberal Democrat Coalition abolished Council Tax Benefit in 2013. We are proud to do so.
- In February, the whole chamber during Full Council agreed to consult on potential changes to scheme. This consultation includes the ten different options for the future of the Council Tax Reduction Scheme, including fully funding it. Where people choose this option, they have the opportunity to share suggestions on how to save/generate the £3 million needed.
- During a national cost of living crisis, when many Bristolians remain worried about their finances, it is matter of real concern that misleading information is being circulated.
- We encourage everyone to review the consultation materials and share their views before 25 September.



QUESTION PQ 16

Subject: Broadwalk Development

Question submitted by: Laura Chapman

QUESTION

Have the circumstances of the Broadwalk planning application raised concerns that the cooling-off period may not be fit for purpose?

REPLY

- The cooling-off period approach in cases where Committees decide applications against officer recommendation is widespread practice.
- As part of ongoing reviews to improve the overall performance of the planning service we will keep an open mind regarding other options.
- As to the effectiveness of the committee that question is best directed to the committee.



QUESTION PQ 17

Subject: Planning Decisions

Question submitted by: Helen Evans

QUESTION

Does the Mayor agree that planning decisions should remain nonpartisan in Bristol?

REPLY

- Development committees are a cross party committee which makes decisions based on majority.
- It is disappointing though, when planning applications are rejected on brownfield sites when we have a housing and climate crisis for political reasons.



QUESTION PQ 18

Subject: Cultural Investment Programme

Question submitted by: Rachel Fagan

QUESTION

Can the Mayor tell us why the Cultural Investment Programme 2023-2027 is only scheduled for approval during December Full Council when Bristol workers are losing their jobs right now and arts companies are ceasing trading this month? Can the decision not be placed on the agenda at an earlier Full Council meeting?

REPLY

- December is the latest date it will be heard.
- Until we know where the monies will be allocated it will be difficult to know where and who is at risk.
- The head of the mayor's office and members of my team met with Equity (at which you were present) last month and discussed at length what work is needed to bring the newly designed process to Cabinet as soon as possible.



QUESTION PQ 19

Subject: Cultural Funding Allocation

Question submitted by: Naomi Campbell

QUESTION

Can the Mayor tell us who the external advisor for the review of the 2023-24 cultural funding allocation will be and what is the process for their appointment?

REPLY

- The external consultant has been appointed and has already prepared her plan and met with my team to set out how she intends to run the process.
- Details of the process will be published in the cabinet report when the decision is made.



QUESTION PQ 20

Subject: Arts Funding

Question submitted by: Janet Adams

QUESTION

Arts Funding in Bristol is in crisis thanks to the un-transparent decision making of the Mayor and this Council. The Mayor announced in June that a new independent panel would review the entire cultural funding allocation for 2023-24, but no details about this panel have been forthcoming. Through a high-profile campaign our Trade Union Equity successfully put this issue of transparency on the agenda and in the press across the city.

So, in the spirit of transparency, can the Mayor confirm who will be represented on the new independent panel?

REPLY

- The current funding round was paused to enable a new robust, transparent process to be designed to determine the current applications.
- The new process has now been designed and signed off, the external, independent consultant has been appointed and invitations have been sent to those invited to be on the panel all of whom are members of the One City Culture Board in a non-grant receiving capacity. This will enable us to draw on the strong skills and knowledge that the board brings together and fits within the Terms and Reference of the Culture Board.
- There is additionally one other invitation extended to a Black Southwest Network representative who sit on the Skills and Economy Board.



QUESTION PQ 21

Subject: East Bristol Liveable Neighbourhood

Question submitted by: Helen Hughes

QUESTION

Can the council please provide the public with the statistics for traffic flow, accidents, and air quality in the area concerned that they are basing the necessity for their scheme on, particularly in comparison with much busier streets such as the adjacent Church Road, along which people also live and work?

REPLY

- Baseline traffic counts were taken at the start of the project and are publicly available on the East Bristol Liveable Neighbourhood webpage. Additional Air Quality diffusion tubes were installed at the start of the project to establish a baseline; however these will need to be in place for some time before they can be evaluated. Accidents and collision data is also publicly available on [Bristol - Pinpoint local information](#)

QUESTION 2

Can the council please clarify why they have chosen to trial a scheme which restricts motor mobility so drastically, by blocking off roads completely, possibly installing cameras and using financial penalties, rather than the more traditional traffic calming measures such as speed bumps, speed cushions and chicanes?

REPLY

- Our manifesto committed us to pilot two Liveable Neighbourhoods. We want to look at areas that haven't seen significant investment in public realm Lawrence Hill has amongst the highest percentage of people walking and cycling to work.
- Liveable Neighbourhoods take an area wide approach to designing transport and public realm improvements. No roads are blocked off as part of this scheme. Roads will be closed at some points so that it is no longer possible to cut through the area, everywhere will be accessible by car although routes may change under the trial scheme. The team has been engaging the community since January 2022 to inform the plans that were initially proposed as part of the trial scheme. Traffic calming measures have been installed in the area historically and our engagement tells us that traffic levels and road safety are still an issue despite this.



QUESTION PQ 22

Subject: Redcatch Quarter

Question submitted by: Helen Webster

QUESTION

Does this council believe it was valid for Development Committee A to debate affordable housing in the Redcatch Quarter application on 5th July, even though affordable housing was not cited as a reason for refusing the application on 31st May, and there had been no material changes?

REPLY

- It is not for me to give a position of the chamber; however, I back the decision the committee made.
- I do not run the committees, and this is a matter for the chair and the members of the committee. It would not be appropriate for me to comment.



QUESTION PQ23

Question submitted by: Peter Liddington

Title: Wells Road

QUESTION

Can you please explain why a bus lane is needed (if at all?) but for the proposed 12 hours (7am - 7pm) on the A37 Wells Road between New Fosse Way Road and Callington Road/Airport Road when there are only 4 buses each hour going each way (2 x 172 & 2 x 376). There is no traffic problem and the problems this will cause with residents parking are enormous - most houses do not have driveways!

So, there is no need for it.

REPLY

- The proposed bus lanes run from Gilda Parade to the West Town Lane junction in both directions. These will help future proof the bus network, especially if P & R sites are implemented along this corridor. It also creates additional resilience to the current network in case of problems along this corridor.
- We are currently looking at peak time only for this bus lane and working towards the full business case.
- Central Government advice is to make bus lanes 24 hour where possible, however we have listened to stakeholder responses and reduced this to 12 hour 7am-7pm.

QUESTION 2

If you go ahead with your proposals to prevent a right-turn from the Wells Road into West Town Lane, how do you intend to stop Beryl Grove, Mowbray Road, Imperial Road, Hazelbury Road becoming more of 'rat runs' than they already are? Surely a more sensible solution is to abandon the bus lane proposal and to implement a right turn filter at the traffic lights on the West Town Lane junction. The alternative would be to make Beryl Grove, Mowbray Road, Imperial Road & Hazelbury Road 'no-through' roads so that traffic has to keep to the main A37 Wells Road. The side roads, I have mentioned, have large numbers of children walk to and from school each day and their safety would be jeopardised.

REPLY

- Project Officers will be looking at options for traffic calming measures along the roads mentioned, and funding will be sought through the CRSTS programme for implementation should these measures be required.



QUESTION PQ 24

Subject: Broadwalk Development

Question submitted by: Robin Millard

QUESTION

Does this council feel it was appropriate for Richard Eddy to be meeting with Mr Slocombe and advocating on behalf of the Broadwalk developers AFTER a resolution had been passed, directly resulting in Cllr Eddy making statements like “I’m expecting (hopefully not forlornly) to see the positive fruits of that chat early next week- before Wednesday’s DC ‘A’ Committee” and (on 4th July) “I am considerably more confident about the appropriate determination for Broad Walk than when I spoke to you today”?

REPLY

- The role of the mayor’s office is to work with developers to improve their offer for the city. Those meetings often lead to improvements in affordable levels, enhancing public realm, meeting the SDGs and enhances our reputation for getting stuff done. This makes us more attractive to get the inward investment we need to get funds needed to decarbonise the city.
- We are not neutral passive participants in Bristol. We have come in with a commitment to get stuff done – building homes, getting transport infrastructure, tackling the climate emergency and decarbonising the city. There is a version of passive leadership which Bristol got really tired of that.
- Councillors should be meeting with my office and Cabinet and external organisations. And it’s great if they can find those opportunities across political parties.



QUESTION PQ 25

Subject: Broadmead Development

Question submitted by: Caroline Owens

Question

I would like to ask the council why the decision to refuse the application for Broadmead redevelopment was overturned when the original reasons for rejection still exist. Can you also explain why council members were still engaged with the development / planners after the scheme had been refused still advocating for the development? The democratic process doesn't seem to have worked here at all.

REPLY

- It is not for me to give a position of the chamber; however I back the decision the committee made.
- I do not run the committees, and this is a matter for the chair and the members of the committee. It would not be appropriate for me to comment.



QUESTION PQ 26**Subject: East Bristol Liveable Neighbourhood****Question submitted by: Stephanie Richmond****QUESTION**

Why is BCC adopting an unnecessary overarching macro approach to traffic management across East Bristol? For example, if an initiative cuts everyone arms off, then only the ones with gangrene for instance would benefit. Beaufort Road clearly has issues. A potential way to cope would be turning Beaufort Road into a one way road, or even directing the flow one way in the morning and another way in the afternoon/evening for example. This approach need not necessarily negatively affect those living in streets whom don't require traffic management.

REPLY

- We are offering the area to have a liveable neighbourhood and we expect our transport team to engage fully with the local community.
- Brings benefits but recognise it brings challenges too. challenge for all of interventions to find a balance. Less cars are better – we recognise that people's patterns of living would be changed.
- Everyone will have to learn from this process.

QUESTION 2

What analysis has been done to ensure that 'Young Lungs At Work' will not be exacerbated by this scheme? For example, the proposals will cause even more queuing outside Briarwood Special School and Summerhill Academy, which has already been recently negatively affected by the recent CAZ displacement. Bristol's inner city streets have been designed to cope with heavy traffic, not the outer city streets; the infrastructure is not there. Thus, this could lead to an increase in toxic air, which has been proven to increase child mortality and decrease the life expectancy of children.

REPLY

- Bristol's inner-city streets weren't designed to cope with heavy traffic. On the contrary the city hasn't been designed to cope with heavy traffic or modern life and that is one of our major city problems.
- Liveable neighbourhoods have the potential to benefit communities - reduced road casualties, better walking and cycling routes, more street trees and improved crossings.
- We are trying to find ways of accessing those benefits while eliminating the costs of clean air zones – disruptions to existing life patterns and any financial costs to households.
- Piloting Liveable Neighbourhoods is an opportunity to understand how we can face these challenges as a city.



QUESTION PQ 27

Subject: Transport

Question submitted by: David Redgewell

QUESTION 1

What discussion has taken place between Bristol city council and mayor Marvin Rees and Dan Norris west of England mayor and the combined transport Authority Department for transport and Bath and North East Somerset council and Bristol East MP Kerry McCarthy. On the A4 Bristol city centre Bristol Bus and coach station Bristol Temple meads station, Arnos vale, Bristlington, keynsham, saltford, Bath spa bus and coach station. On bus services improvement plans. New bus stops interchanges. At Bristol Temple meads station, Arnos vale, Bristlington, keynsham, Saltford, Newbridge, Weston, Bath spa bus and coach station. Walking and cycling facilities.

And the proposal for the Extention of St Philips causeway through Bristlington to Hick Gate as replacement Road For the A4 through Arnos vale and Bristlington and the Trunk road Bristlington bypass. To which we understand there is no Department for transport funding allocated.

And the Highway Authority is still Bristol city council and Banes council.

REPLY

- We are 42 square miles with a population of 472,000 people and growing. That presents a transport challenge in itself. During the day we have one million people in the city – that is well over 500,000 coming into the city.
- We made it clear that the only solution to Bristol’s transport problems is a fully integrated transport system centred around mass transit that is 100% segregation. We have made this clear to the Combined Authority and the city and have won support from neighbouring authorities, business, transport bodies. The only way we can make a significant step into decarbonising and reducing car dependency.
- Options
 - We have been waiting for the consultation on transport for nearly two years. October is make or break. It has been promised on a number of occasions but has not materialised. We’ve worked hard to find common ground with WECA officers but the options they’ve put forward fall far short of the mark. They don’t meet the level of transport ambitions being shown by other combined authorities across the country, they won’t been the transport challenge of a growing population and they won’t help us tackle a climate emergency.



- The options for the A4 we have consistently told WECA officers don't solve Bristol's problems. They are in line with the old patch and mend approach that Bristol has been subject to over the decades.

QUESTION 2

In view of the importance of mass transit and a light rail system for Greater Bristol and Bath city region. Has mayor Rees and Bristol city council raised with the west of England mayoral combined transport Authority and mayor Dan Norris and Bath and North East Somerset council. The use of the North Somerset Railway Corridor as a light railway mass transit / Bus Corridor Between Bristol Temple meads station, Arnos vale, Brislington, Talbot road station Callington road corridor to both to keynsham saltford Newbridge Weston Bath spa bus and coach station.

And to Hengrove Whitchurch estate Hartcliffe and Bristol Airport Both corridor could include walking and cycling facilities alongside a mass transit system. With a mass transit interchange at Bristol Temple meads station. These options were first looked at by James Freeman former Md of first west of England buses. Will the mayor Rees promote this sustainable transit corridor?

REPLY

- We are looking at these – they are in the business case.



QUESTION PQ 28

STRUCK OUT



QUESTION PQ 29

Subject: Metro Underground

Question submitted by: Dan Ackroyd

QUESTION

Metro Mayor Norris has said that there is no chance of Bristol getting an underground, at least from the current 'Metro' proposal. I realise the proposal includes both overground and underground elements. What odds do you think the Metro proposal that you're backing will actually progress?

REPLY

- This needs some context. Rather than describing the actual scheme let's been clear on the characteristics of the transport system Greater Bristol must have if it's going to be successful:
 - 100% segregated.
 - Must run through points of high living and business density
 - Must be efficient and decarbonised
 - Must be delivered in an old city with huge competition for limited space
 - All I can do is do what I've done and do what's right and brought it to a point that it can delivered. To answer your question, how much ambition and ability does the Metro Mayor and the next administration have to deliver the solutions we need.
- The WECA committee meeting in October will determine if ambition for Greater Bristol wins the day.



QUESTION PQ 30

Subject: Budget

Question submitted by: Dan Ackroyd

When you became mayor, you inherited a council that was not entirely fit for purpose. The Bundred report gave a list of problems that included, according to contemporary reporting from Bristol Live

[https://urldefense.com/v3/__https://www.bristolpost.co.uk/news/bristol-news/shock-report-bungling-council-mismanagement-323__!!KUxdu5-bBfnh!6De8WUII8R09D_RFTuEZU4_XdgJb7vbCNxT2vjz1xvsOUSemoGMFOP0O9RAUF4Lwf2tFhPsIKxeVIANRrqp4ie9S4VAaZwS5\\$](https://urldefense.com/v3/__https://www.bristolpost.co.uk/news/bristol-news/shock-report-bungling-council-mismanagement-323__!!KUxdu5-bBfnh!6De8WUII8R09D_RFTuEZU4_XdgJb7vbCNxT2vjz1xvsOUSemoGMFOP0O9RAUF4Lwf2tFhPsIKxeVIANRrqp4ie9S4VAaZwS5$):

- * A collective failure of leadership within the council for which several people, including politicians, bear responsibility;
- * An entire annual budget (for 2016/17) approved on the basis of a "false" assumption that previously agreed cuts had been fully carried out and savings delivered.
- * An unwillingness to accept bad news among the council's senior leadership team;
- * Reports which "misled" councillors because they were so "consistently over-optimistic";
- * The "routine practice" of which saw officers "bury information in big reports";

Obviously your administration has addressed many of the problems noted by the Bundred report by implementing some of the proposed changes, but:

QUESTION

What do you think is the chance that the next administration is going to inherit similar budget problems, due to similar dysfunction at high levels in the council?

REPLY

- We worked hard to bring financial rigour to the organisation not previously seen. But the intervening years have compounded those challenges. Brexit, Covid, increasing demand from our population, at the same time the increasing cost of meeting those needs, ongoing austerity and an ongoing short term competitive, disconnected bidding culture that undermines the ability of local government to really plan. You see the consequences in Birmingham, Croydon and others alongside the others on the government's watch list
- We'll hand over a local authority in the best possible financial shape in a city that from Temple Quarter to Western Harbour, to City Leap, to Hengrove to the Youth Zone to Channel 4 is delivering ambition in a way that it hasn't in decades. And we're a city that is recognised across the UK and across the world for this work.
- It is not just possible to handover an authority without challenges but that is not because of disfunction but because the nature of cities and local government funding. It



is the nature of local government to be dealing with these challenges but it's worth noting that despite these challenges we have delivered balanced budgets year on year.



QUESTION PQ 31

Subject: Arts Funding

Question submitted by: Ian Harris

QUESTION

Given that arts organisations are being lost, and workers in the arts in Bristol are losing jobs right now as a consequence of the Mayor's decision to severely delay funding decisions in the Cultural Investment Programme, when will arts organisations/ individuals be able to apply for further funding?

REPLY

- We are dealing with the current funding round which was paused to enable a new robust, transparent process to be designed and put into place to determine the current applications.
- Once the budget has been set by Full Council in March next year, the next round of funding for Imagination will open from June 2024 and Openness will open for bids from June 2026.

QUESTION 2

Can the Mayor commit to our trade union, Equity, that he will not put workers jobs at risk in this way again?

REPLY

- The head of the mayor's office and members of my team met with Equity last month and discussed at length what work is needed to bring the newly designed process to Cabinet as soon as possible.
- The new process has now been designed and signed off, the external, independent consultant has been appointed and invitations have been sent to those invited to be on the panel
- We have acknowledged this delay is not ideal and appreciate the pressure the pausing of the process has had on organisations in the city but it is vital any decision on culture funding from public funds have to be made by a transparent, independent body which is what is now happening.



QUESTION PQ 32

Subject: East Bristol Liveable Neighbourhood

Question submitted by: Keep Bristol Moving

QUESTION

Please will you provide risk assessment details for emergency services, commercial / towing and service vehicles (accessing, manoeuvring & exiting) East Bristol Liveable Neighbourhood streets which are blocked at one end with physical obstructions?

REPLY

- Designs for the trial scheme are on-going and the emergency services are key stakeholder. Designs undergo an internal quality assurance process and road safety audits and need to be approved before schemes can be implemented. There are many locations throughout Bristol where roads have been closed at points with bollards. The team is working with other authorities to learn lessons so that the scheme can be designed in the best way.



QUESTION PQ 33

Subject: East Bristol Liveable Neighbourhood

Question submitted by: Meg Smith

Question 1

Can the council guarantee a further consultation with the public after a set trial period for the East Bristol Liveable Neighbourhood scheme?

REPLY 1

- Yes,
- Consultation will have to take place before any trial measures are installed. During the trial, the team would then re-engage with residents to understand how the scheme is working for them, what changes they may want to see, and how the scheme could look if it was made permanent.

Question 2

Can the council inform me if they are in support of Net Zero emissions for the EBLN rather than purely traffic management?

Reply 2

- Yes, liveable neighbourhoods are a suite of actions that are reducing emissions and taking us on a journey to NetZero.



QUESTION PQ 34

Subject: Arts Funding

Question submitted by: Gerard Cooke

QUESTION

In July our trade union, Equity, held a rally outside City Hall to support of the workers whose contracts had been put at risk by the damaging and kneejerk decision making by the Mayor to delay and cut arts funding in the city. The rally was attended by many workers who do not know if they will have contracts come September. So can the Mayor tell these workers when the announcement will be made to arts organisations on the 23/24 funding award?

REPLY

- The head of the mayor's office and members of my team met with Equity last month and discussed at length what work is needed to bring the newly designed process to Cabinet as soon as possible.
- However, if people's jobs are reliant on money from the council this shouldn't be the case. You can't rely on grant funding.
- The new process has now been designed, the independent consultant has been appointed and invitations have been sent to those invited to be on the panel. The item is on the Forward Plan for December's Cabinet meeting but if the workshops, assessment and recommendations are completed promptly then the recommendations could come to November for approval by Cabinet with grants awarded early in the new year.



FULL COUNCIL

QUESTION PQ35

Question submitted by: David Rexworthy

Title: Wells Road

QUESTION

The bus services along the Wells Road are mainly country routes which run few and far between and nowhere near as often as First Bus Bristol routes. So, why does this proposal detail the need for a 12-hour bus lane from Gilda Parade all the way down to the junction with Airport Road/Callington Road?

REPLY

- The proposed bus lanes run from Gilda Parade to the West Town Lane junction in both directions. These will help future proof the bus network, especially if P & R sites are implemented along this corridor. It also creates additional resilience to the current network in case of problems along this corridor.
- We are currently looking at peak time only for this bus lane and working towards the full business case.

QUESTION 2

Have the council, or yourself, given any thought into the additional risks these proposed changes will present to the extremely popular and well-loved children's play park and green space in Mowbray Road?

REPLY 2

- Project Officers will be looking at options for traffic calming measures along the roads mentioned, and funding will be sought through the CRSTS programme for implementation should these measures be required.



QUESTION PQ 36**Subject: Broadwalk Development****Question submitted by: Lesley Robinson****QUESTION**

I am concerned, and would question why, when the plans for the above redevelopment were unanimously refused on 31 May, it was acceptable for them to be passed on 5 July because the developer intended to use Homes England grants to increase the number of affordable housing. Surely this should not have been permitted. This is particularly concerning when the lack of affordable housing was not cited as a reason for the refusal on 31 May. There were a large number of objections and concerns raised; particularly regarding the inappropriateness of the mass and structure in relation to the local area and current surrounding residential buildings. I understand that Councillor Eddy also attempted to sign off factually inaccurate minutes for the meeting on 31st May.

Is the Mayor concerned that a senior member of his office (Kevin Slocombe) was in extensive conversation with Savills planning consultants and the Chair of DCA regarding this planning application after DCA had resolved to refuse the scheme. Is it appropriate for Richard Eddy to be meeting with Mr Slocombe and advocating on behalf of the Broadwalk developers after a resolution had been passed.

REPLY

- The role of the mayor's office is to work with developers to improve their offer for the city. Those meetings often lead to improvements in affordable levels, enhancing public realm, meeting the SDGs and enhances our reputation for getting stuff done. This makes us more attractive to get the inward investment we need to get funds needed to decarbonise the city.
- We are not neutral passive participants in Bristol. We have come in with a commitment to get stuff done – building homes, getting transport infrastructure, tackling the climate emergency and decarbonising the city. There is a version of passive leadership which Bristol got really tired of that.
- Councillors should be meeting with my office and Cabinet and external organisations. And it's great if they can find those opportunities across political parties.

