

Summons to attend meeting of Full Council



Date: Tuesday, 12 November 2024

Time: 6.00 pm

Venue: The Council Chamber - City Hall, College Green,
Bristol, BS1 5TR

To: All Members of Council

Issued by: Oliver Harrison, Democratic Services

City Hall, PO Box 3399, Bristol, BS1 9NE

Tel: 0117 3526162

E-mail: democratic.services@bristol.gov.uk

Date: Friday, 1 November 2024



Agenda

6. Public Petitions, Statements and Questions

Members of the press and public who plan to attend a public meeting at City Hall are advised that you will be required to sign in when you arrive, and you will be issued with a visitor pass which you will need to display at all times. **(Pages 4 - 62)**

Public forum items can be about any matter the Council is responsible for or which directly affects the city. Submissions will be treated in order of receipt and as many people shall be called upon as is possible within the time allowed within the meeting (normally 30 minutes).

Further rules can be found within our [Council Procedure Rules](#) within the [Constitution](#).

Please note that the following deadlines apply to this meeting:

- a. Public petitions and statements: Petitions and written statements must be received by **12 noon on Friday 8 November 2024** at latest. One written statement per member of the public is permitted.
- b. Public questions: Written public questions must be received by **5pm on Wednesday 6 November 2024** at latest. A maximum of 3 questions per member of the public is permitted. Questions should be addressed to the Leader or relevant Policy Committee Chair.

Public Questions and Statements should be submitted via our webform:

bristol.gov.uk/publicforum

Petitions should be e-mailed to democratic.services@bristol.gov.uk

Signed



Proper Officer
Friday, 1 November 2024





Full Council – 12 November 2024

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 affects the city.
- Members of the public who live or own a business in Bristol may submit up to 3 written questions, and may ask a maximum of 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 Leader or Chair of a Policy or Regulatory Committee. 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	To
PQ01	David Evans	Registered Parks and Gardens	Cllr Williams
PQ02	Kate Leftly	East Bristol Liveable Neighbourhood	Cllr Plowden
PQ03	Melissa Topping	East Bristol Liveable Neighbourhood	Cllr Plowden
PQ04	Bex Martin	East Bristol Liveable Neighbourhood	Cllr Plowden
PQ05	Rosemary Chamberlin	Van Dwellers	Cllr Parsons
PQ06	Kerry Trotman	Unfit Roads	Cllr Plowden
PQ07	Miranda McCabe	Goram Homes	Cllr Parsons
PQ08	Neil Norton	Fly Tipping	Cllr Fodor
PQ09	Lee Starr Elliott	Student Housing	Cllr Parsons
PQ10	Peter Hatton	Fly Tipping	Cllr Fodor
PQ11	Lisa Dicker	Dementia Care	Cllr Francis
PQ12	Karen Ma	Street Sweeping	Cllr Fodor
PQ13	Roger Livingston	Road Safety	Cllr Plowden
PQ14	Craig Daniells	Barton Hill Liveable Neighbourhood	Cllr Plowden
PQ15	Angelo Giambrone	Van Dwellers	Cllr Parsons
PQ16	Ald. Colin Smith	Citizen Service Points	Cllr Parsons
PQ17	Graham Rich	Van Dwellers	Cllr Parsons
PQ18	Richard Norwood	Van Dwellers	Cllr Parsons
PQ19	Maria Morgan	Van Dwellers	Cllr Parsons
PQ20	Michael Saunders	Liveable Neighbourhoods	Cllr Plowden
PQ21	Suzanne Audrey	Freedom of Information	Cllr Dyer
PQ22	Jen Smith	Social Media Surveillance	Cllr Dyer
PQ23	Lucy Wallis	Avon Pension Fund	Cllr Dyer

PQ24	Hayley Hemming	GDPR Compliance	Cllr Dyer
PQ25	Imogen Bellotti	Divest for Palestine	Cllr Dyer
PQ26	James P Ben Reddick	Israel-Palestine Investments	Cllr Dyer
PQ27	Eileen Kay	Avon Pension Fund	Cllr Dyer
PQ28	Jack Slater	Plant-based catering	Cllr Dyer
PQ29	Matt Sanders	Parking Services and Bus Gates	Cllr Plowden
PQ30	Susan Newman	End Bristol's complicity in genocide	Cllr Dyer
PQ31	Amelia Goadby	Avon Pension Fund	Cllr Dyer
PQ32	Alexander Alden	Van Dwellers	Cllr Parsons
PQ33	Mark Marshall	Van Dwellers	Cllr Parsons
PQ34	Farht Ali	Hypocrisy on Palestine	Cllr Dyer
PQ35	Geoffrey Allan	Avon Pension Fund	Cllr Dyer
PQ36	David Shelton	Van Dwellers	Cllr Parsons
PQ37	Andy Weale	Van Dwellers	Cllr Parsons
PQ38	Neet Pearce	Eagle House	Cllr Parsons
PQ39	Sarah Warde	Avon Pension Fund	Cllr Dyer
PQ40	Kierstan Lowe	Avon Pension Fund	Cllr Dyer
PQ41	Dr Eldin Fahmy	Avon Pension Fund	Cllr Dyer
PQ42	David Redgewell	WECA and Regional Transport Arrangements	Cllr Plowden
PQ43	Dan Ackroyd	'Ceasefire in Gaza' motion	Cllr Dyer
PQ44	Dan Ackroyd	Asbestos	Cllr Parsons
PQ45	Dan Ackroyd	Pre-action protocol	Cllr Dyer
PQ46	Joanna Booth	Housing Standards	Cllr Parsons



QUESTION PQ 01

Question submitted by: David Evans

To Cllr. Stephen Williams, Public Health and Communities Committee Chair

Subject: Registered Parks and Gardens

Why has BCC not asked for the advice of Historic England over the planning application at Brislington P&R which affects Grade II* registered garden at Brislington House?

REPLY

Officers assessed the application for its likely impact on the Grade II* registered garden at Brislington House and considered it unlikely that there would be an impact given it is opposite to the application site and separated from it by the A4. On a precautionary basis Historic England have however been consulted on the application.



QUESTION PQ 02

Question submitted by: Kate Leftly

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: East Bristol Liveable Neighbourhood

Question one title: Monitoring of impact

Question one: What monitoring is planned on the surrounding roads to assess the impact of the changes during the trial, will this information be published and what are the bounding values which will be used to just whether the changes are acceptable or not?

Question two title: Coordination with other proposed changes to surround road network

Question two: Has the plans for the changes taken into consideration the impact of other changes which are being consulted on, such as the closure of the A4 to traffic which is likely to also impact on sandy park, whitby road, St annes areas?

REPLY

- There is ongoing traffic monitoring within the boundary area of the scheme and on surrounding roads. Data sets will be published at a future date.
- This data will be one of many factors to determine the impact and success of the trial measures.
- In the new year we will set-up a citizens observatory approach inviting local residents to input into the evaluation.
- Information about monitoring of the scheme can be found on the consultation pages - [East Bristol Liveable Neighbourhood - Trial scheme information | Ask Bristol Consultation and Engagement Hub](#).
- The plans go through an extensive internal Quality Assurance process which takes into account other projects and network impacts.
- The package of multiple projects across the city support wider Bristol Council policy and objectives to help reduce peoples reliance on cars and improve opportunities to walk, cycle and use public transport.



QUESTION PQ 03

Question submitted by: Melissa Topping

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: East Bristol Liveable Neighbourhood

Question one title: East Bristol liveable neighbourhood "Trial" outcome?

Question one: Can you tell me what constitutes as a failure, and what constitutes as a success with the East Bristol liveable neighbourhood "Trial" please?

Question two title: Why Is EBLN Trial going ahead?

Question two: Why is this "Trial" going ahead despite huge opposition and such a huge majority of the community putting forward severe issues that will be faced. Affecting so many lives in a detrimental, negative way?

REPLY

- There are a range of factors that will be evaluated to determine the success of the trial, including vehicle, walking and cycling counts as well as perception surveys and road safety outcomes.
- Officers are working on finalising the monitoring strategy which will set out how the Council intends to measure the success of the trial scheme before a decision is made by a relevant committee.
- We have worked hard to engage with the community since January 2022 and develop a scheme throughout. We have been flexible and made changes where concerns are raised and Bristol City Council has committed to trialling the Liveable Neighbourhood before a permanent scheme is considered.
- In early 2022 over 1500 responses to the engagement were received by the public, and in July 2022 a further 1695 design solutions were mapped by the community asking for changes to the area. Results from these two engagement stages formed the basis of the designed proposals.
- The statutory consultation for the Traffic Regulation Order (TRO) in 2024 received 1,418 responses, of which 427 were expressions of support and 760 were objections. This is 4.4% of the area's population and the proportion of support/objection is in line with other statutory consultations taken for other transport projects. The format of a statutory consultation invites objections and so we often receive more objections than support. It is also not a referendum.
- Other schemes throughout the country have shown that the level of support for Liveable Neighbourhoods tends to increase after the results have been made clear (traffic reduction, cleaner air etc). This again is why the Council committed to trialling the scheme and continuing community engagement throughout.
- The scheme is supported by local, regional and national transport policy, including the One City Plan.



QUESTION PQ 04

Question submitted by: Bex Martin

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: East Bristol Liveable Neighbourhood

Question one title: EBLN: What happened to democracy?

Question one: If we live in a democracy, why are the council and scheme organisers ignoring the majority of residents living within the EBLN scheme, who do not want the scheme implemented? (see petition results for one example)

Question two title: EBLN: Negative impact on disabled or less able residents

Question two: Does the council think it is acceptable to negatively impact disabled residents and those with reduced mobility who rely on their cars? It is discrimination. Not everyone can walk or cycle instead of using a car.

Question three title: EBLN: What happens in the event of a blockage at the only route in and out?

Question three: What are residents supposed to do with their cars in the event of a crash/blockage at the junction of Church Road and Avonvale Road? We will effectively be trapped, not being able to get in or out. Important appointments could be missed resulting in possible health consequences.

REPLY

1. We have worked hard to engage with the community since January 2022 and develop a scheme throughout. We have been flexible and made changes where concerns are raised and Bristol City Council has committed to trialling the Liveable Neighbourhood before a permanent scheme is considered.

2. An equalities impact assessment was completed as part of the project. Following consultation additional mitigations have been agreed including allowing disabled tax class, taxis and some careers to make use of the gates. During the engagement stage, many disabled people and vulnerable road users complained at the difficulty of walking and wheeling in the area due to obstructed and narrow footpaths, lack of dropped kerbs and lack of crossings. Many of these issues can be addressed through trial and permanent measures.

3. In the event of a crash or blockage, steps would be taken to clear the blockage as soon as possible and if there are longer term issues we would look at alternative routings and potential relaxation of bus gates to facilitate access if needed as has been done at Bristol Bridge when needed.



QUESTION PQ 05

Question submitted by: Rosemary Chamberlin

To Cllr. Barry Parsons, Homes and Housing Delivery Committee Chair

Subject: Van Dwellers

What do you plan to do about the steadily increasing number of vans and caravans that are parked on the roads round the Downs and elsewhere in Bristol, sometimes breaking the parking regulations with impunity?

REPLY

The Council's response to vehicle dwellers is informed by a compassionate approach that prioritises the health and wellbeing of people living in vehicles, as well as the impact on neighbouring housed residents. All reports of encampments received from members of the public are recorded, investigated, and assessed in terms of impact.

Issues around vehicle dwellers in the city are being proactively addressed by both the Neighbourhood Enforcement Team and the Gypsy Roma Traveller Team. There is a paper going to the Homes & Housing Delivery Policy Committee in early 2025 to examine the work currently being undertaken with Vehicle Dwellers in the city and to make recommendations on moving forward. People living in vehicles are present in many cities, towns and rural areas across the UK, and Bristol is a national model of good practice in how we work with them.

We have opened and run nine meanwhile sites over the last four years, allowing in the region of 225 people to move safely off the streets and onto managed sites. There is an ongoing commitment to opening new sites and continuing the provision of this highly valued and sought after living option.

As the vehicle dwellers around the downs are not one cohesive unit, we are having to take targeted action in the same way a whole street would not be penalised for the conduct of one household.

Parking Services enforce the parking restrictions around the Downs on a regular basis. However, there are limitations on what they can do as they can only issue Penalty Charge Notices to motorised vehicles which are registered at the DVLA. This means they cannot take action against a caravan. They can, and do, issue Penalty Charge Notices to cars, vans and campervans.

There are no restrictions to explicitly prevent overnight camping. The current restrictions are from Monday – Friday between 9am-5pm, no return 2 hours. After 5pm, all vehicles can park until the waiting restrictions begin again at 9am the next day. In the last year, the Civil Enforcement Officers have made 301 separate visits to the Downs and issued 147 Penalty Charge Notices (PCNs) to illegally parked vehicles.

Whilst parking services has the power to remove illegally parked vehicles our policy is not to remove vehicles which may be occupied. This is a health and safety risk for the occupant, and it would be unethical for a parking officer to remove someone's home and belongings. Council officers will continue to work with elected Members to resolve issues and manage impact.



QUESTION PQ 06**Question submitted by: Kerry Trotman****To Cllr. Ed Plowden, Transport and Connectivity Committee Chair****Subject: Unfit Roads**

Why are the roads missing basic safety markings especially near Avonmouth Test Centre eg missing mini roundabouts Henbury, Stop lines at Sylvan Way Crossroads, No Give Way lines on Merebank Rd, no visible parking bays in Blaise Castle. All issues raised many times by many people on FixMyStreet yet enquiries all closed with no further action. Very dangerous and goes against basic safety regulations.

REPLY

This relates to both internal resource, contractor resource and contractor performance:

Annually we surface around 200 roads per year. Every site need recording, checking, ie validation of Disabled Bays and where errors exists checking against TROs. Following surfacing we must then reinstate every site, which is very challenging and resource intensive in an urban environment.

That typically leaves us with the winter months for maintenance related work, where we have to consider wet weather and cannot lay road markings after roads have been gritted.

We have also experienced some recent contractor performance related issues, where we are dissatisfied with progress made on various work packages. We have therefore introduced a second contractor into the city to assist with the backlog undertake some of the maintenance work.

The longevity of road markings is around 3 to 6 years, so the maintenance frequencies required to maintain all the lining installed for RPS and restrictions now far outweighs the current budget allowance.

As stated above we have already taken action and have started to issue work to the second ranked contractor from our maintenance framework contract.

As part of the re-procurement of our framework contracts, surfacing contractors will be responsible for the reinstatement of lines, rather than employing a separate lining contractor. That should free up both our own and contractor resource, so that we can carry out far more road marking maintenance during the summer months.

Also as part of the re-procurement, the road marking specification will include for the contractor to arrange their own Traffic management, therefore freeing up our own internal resource to manage the process more intensely.

We have commissioned a survey to capture what road markings exist on our network and also to provide condition data relating to that. That will enable us to prioritise future maintenance work, based on priority and or condition.



We are working at creating a more robust strategy on how we deal with the maintenance of road markings, but with so much now existing on the network we will have to prioritise, as we may not be able to maintain everything that now exists.



QUESTION PQ 07

Question submitted by: Miranda McCabe

To Cllr. Barry Parsons, Homes and Housing Delivery Committee Chair

Subject: Goram Homes

Please can we put Bristol City Council logo where Goram homes are built? I think most people don't realise that Goram Homes are built by the Council.

REPLY

Goram Homes was set up by Bristol City Council to build quality homes where they are needed the most. Whilst Goram is the council's wholly owned Housing Company, it is an independent organisation from Bristol City Council with its own branding and identity. The sites being built by Goram are delivered through a joint venture between Goram and a major housebuilder, who will also have their own branding and identity. On sites such as the One Lockleaze development on the former Romney house site in Lockleaze, Goram has the Bristol City Council branding on both housing site signage and in relation to the One Lockleaze Skills Academy.



QUESTION PQ 08

Question submitted by: Neil Norton

To Cllr. Fodor, Environment and Sustainability Committee Chair

Subject: Fly Tipping

What is being done in regards to fly-tipping? Considering this is a 'Green' city; why aren't we seeing more enforcement and affordable schemes for residents to dispose of heavy goods (sofas etc)? The city is starting to look dirty.

REPLY

- When the neighbourhood Enforcement Team receive evidence of fly tipping, we do investigate. Where there is evidence of an offender, or source of the waste, then an investigation can be carried out.
- When people report fly tipping reports for clearance to the council, we ask if the reporter witnessed the fly tipping and who did it and whether they are willing to provide witness statements to that effect.
- Members of the public are generally willing to report an incident, but they are often reluctant to provide witness statements, photographs, or CCTV.
- Without such evidence, the council is unable to invite offenders in for interviews under caution or have the legal gateway to request keeper details from DVLA.
- The Neighbourhood Enforcement Team works closely with the CCTV control centre and where evidence of fly tipping is captured, this is shared with officers who then take the appropriate action. Re-deployable cameras are also placed in fly tipping hotspots when funds allow.
- We put up no fly tipping signs, and lamppost wraps in hotspot locations which are then monitored by officers.
- Bulky waste collections cost £25 for up to 3 items and £50 for 4-6 items. Following Government requirements to separate collection of soft furnishings there are additional costs associated with the collection of these items as is detailed on the council website.



QUESTION PQ 09

Question submitted by: Lee Starr-Elliott

To Cllr. Barry Parsons, Homes and Housing Delivery Committee Chair

Subject: Student Housing

What will it take for the council and its planning department to stop allowing student housing to be built and instead focus on housing issues of those in the city as our housing list grows and the universities continue to add to the housing crisis at the expense of the cities own people!

REPLY

- The council is obliged by national planning policies to ensure the range of housing needs in the city is addressed. There is a need for new purpose-built student accommodation in the city with its large and growing university sector. The council's new local plan policies aim to manage the provision of purpose-built student accommodation so that it meets needs while ensuring the local housing stock remains available to meet the general housing needs of the city.
- The council aims to secure the delivery of a wide range of housing across the city, with a clear focus on maximising affordable homes as part of a mixed and balanced housing offer. Most housing permitted and constructed in the city is not purpose-built student accommodation. Last year 90% of homes completed in the city were for other forms of housing, including over 500 newbuild affordable homes.



QUESTION PQ 10

Question submitted by: Peter Hatton

To Cllr. Fodor, Environment and Sustainability Committee Chair

Subject: Fly Tipping

I regularly report large amounts of rubbish dumped near where I live in Sea Mills and often try and clear it up myself. Is anything being done to bring the perpetrators to court? It seems to have increased since access to the recycling centres (aka tips) has been made harder. Is any monitoring of the situation in place to confirm or deny that?

REPLY

- When the Neighbourhood Enforcement Team receive evidence of fly tipping, we do investigate. Where there is evidence of an offender, or source of the waste, then an investigation can be carried out.
- When people report fly tipping reports for clearance to the council, we ask if the reporter witnessed the fly tipping and who did it and whether they are willing to provide witness statements to that effect.
- Members of the public are generally willing to report an incident, but they are often reluctant to provide witness statements, photographs, or CCTV.
- Without such evidence, the council is unable to invite offenders in for interviews under caution or have the legal gateway to request keeper details from DVLA.
- We keep data on fly tipping and Sea Mills is ranked 40 out of 48 localities according to our data on fly-tip clearances in over the first two quarters of 2024/25.
- We have no evidence to show that there has been an increase in fly tipping since we the council introduced a booking system to manage access to the reuse and recycling centres.



QUESTION PQ 11

Question submitted by: Lisa Dicker

To Cllr. Francis, Adult Social Care Committee Chair

Subject: Dementia Care

Question one title: When will dementia become a priority in Bristol?

Question one: There are approximately 4,800 people living with dementia in Bristol. This means there are a minimum of 4,800 unpaid carers. The statistics are that one in three people have dementia without a diagnosis so the true numbers are a lot more. When will dementia become a priority?

Question two title: When will we start caring for the carer?

Question two: Following a dementia diagnosis, families are left unsupported and isolated. If support was provided from the onset of diagnosis, it would delay the need of NHS intervention. Carers are broken and it often leads to people with dementia being hospitalised because the carer can't cope. When will practical and holistic support be provided to carers so they are enabled to navigate the dementia journey better, hence reducing the need for intervention and putting a strain on NHS services?

REPLY

1. Support for people living with dementia is a priority in Bristol. The Adult Social Care department in Bristol supports approx. 400 individuals with impairments related with memory and cognition at an average cost of approx. £16m per annum. People with dementia are supported by a range of services funded by Adult Social Care including but not limited to:

- Residential and Nursing Care Homes
- Extra Care Housing
- Home Care
- Respite
- Community Support

When commissioning services for people who draw upon care and support, we take into account a range of information and data about the population of our City. This includes resources such as the Joint Strategic Needs Assessment, Census data and other local data and insights. This includes projecting the current and expected demand for support for people living with memory and cognition impairments so we can take this into account when designing future services.

We are also working with a range of partners across health, social care, dementia organisations, people with lived experience and academics from the University of Bristol to understand support for people living with dementia and how future services can be improved. This work will feed into future service delivery models to improve and enhance services for people living with dementia, now and in the future.



2. Bristol is committed to improving the support for carers in Bristol. We are in the process of refreshing our All Age Carers Strategy which will evidence the core issues facing carers and the actions and interventions we plan to make now and in the future to improve carers lives.

In addition to that, we have a number of specific pieces of work taking place focused on improving support for carers. This work focuses on;

- Targeted campaigns to carers unknown to us so we can provide further information, advice, guidance and support,
- Improving the way in which carers receive assessments from the local authority, but working more closely with carer support organisation in the City
- Improving access to breaks so carers are able to get a break from their caring role and do the things that they enjoy in their lives.

We understand that a number of carers in Bristol are looking after their own loved ones living with dementia. We will use the insights from the development of the strategy and the work within the project highlighted above, to ensure any learning that can improve support for carers looking after people living with dementia and any future remodelling of carers support in the City.



QUESTION PQ 12

Question submitted by: Karen Ma

To Cllr. Fodor, Environment and Sustainability Committee Chair

Subject: Street Sweeping

How often do streets get swept around Filton and Horfield?

REPLY

The frequency of the street cleansing on Filton Road is weekly for both operative based cleansing and mechanically cleansing. The roads to the east of Horfield Road (around Keys Avenue) are swept tri-weekly by operatives. The roads to the west of Horfield Road (around Dorian Road) are cleansed monthly.



QUESTION PQ 13

Question submitted by: Roger Livingston

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: Road Safety

Question one title: Worn out White Lining on Bristol Roads

Question one: 1. Given that the Council agrees with the safety principles enshrined in the Highway Code why is it that numerous white line markings on city roads are worn out to such an extent that they are either invisible or incomprehensible and definitely unsafe?

Question two title: Funding for White Line Renewal

Question two: 2. What was spent on renewing white lines in the last financial year?

Question three title: Safety versus Savings

Question three: 3. As the evidence is there for all to see – has the council given up on health and safety on the roads to save money?

REPLY

Response to question 1:

- Annually we surface around 200 roads per year, with each site requiring the road markings to be reinstated on completion. That is an enormous amount of work, typically taking the entire summer to complete. That leaves the winter months for maintenance related work, where we have the challenge of wet weather and cannot lay road markings after roads have been gritted.
- The longevity of road markings is around 3 to 6 years, so the maintenance frequencies required to maintain road markings far outweigh the current team resource and budget allowance.
- We have started to issue work to the second ranked contractor from our maintenance framework contract, to try to progress with road marking maintenance.
- As part of the re-procurement of our framework contracts, surfacing contractors will be responsible for the reinstatement of lines, to free up our road marking contractor to work on maintenance work.
- We have commissioned a survey to capture what road markings exist on our network and also to provide condition data relating to that. That will enable us to prioritise future maintenance work, based on priority and or condition.

Response to question 2:



There is a £33k revenue budget for lining maintenance across the city. However, replacement lining on new road surfaces is part of the resurfacing capital budget and paid for from the resurfacing budget. This affects the 200 roads mentioned above.

Response to question 3:

The council has a statutory duty under Section 41 of the Highways act to ensure the highway is maintained to a safe and serviceable standard for all users of the highway. To enable the authority to meet this requirement we are required to have suitable systems of inspection and repair in place. The guidance “Well Managed Highways” from the Department for Transport set out the requirements on what the authority need to do to comply with the statutory duty. The authority has a Highway Safety Strategy to ensure we comply with that guidance and is delivering and will continue to deliver the strategy. Therefore, the authority has not given up on its health and safety responsibilities despite the current challenging financial environment.



QUESTION PQ 14

Question submitted by: Craig Daniells

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: Barton Hill Liveable Neighbourhood

If you want to block the roads in Barton Hill it would cause very many problems for people particularly the old or disabled that really need to use their own transport desperately. There is also the problem of criminals using blocked roads as escape routes especially with the rise of stabbings and people being killed in Bristol!

REPLY

- All house and all streets can still be accessed by vehicle. However, drivers may need to take alternative routes. This allows us to make safer walking and cycling routes in the area, such as safer routes to school.
- Older and disabled residents who walk and wheel should see big improvements in the ability to get around the area. Vehicles with disabled tax class will be given exemptions to the bus gates.



QUESTION PQ 15

Question submitted by: Angelo Giambrone

To Cllr. Barry Parsons, Homes and Housing Delivery Committee Chair

Subject: Van Dwellers

Question one title: Your response to statements submitted for the March 2024 cabinet meeting regarding van dwellers

Question one: <https://democracy.bristol.gov.uk/documents/s95625/item.pdf> Are residents being heard? The many comments and concerns highlighted in March '24 (and many, many times previous) still remain. With an existing solution of a modest investment into meanwhile sites in combination with new 'no-roadside camping' rules, why are we still not seeing this action being implemented - bearing in mind this has been a growing issue over 9 years during the term of the previous council leader, so there has been more than enough time to fine tune it and fund it?

Question two title: Van Dwellers Eviction Notice - Parrys Lane

Question two: The current leadership evidently feel that relocation of the roadside community is the right move, given the Parrys Lane eviction notice in June 2024.. It failed, as some caravans were allowed to remain in place and others moved 20 meters onto Saville Road. How do you now plan to remove these van dwellers from the streets (the Downs is not a trailer park) and would you agree that the experience demonstrates the need to enable the meanwhile sites via policy?

REPLY

1. Residents are being heard. The Council's response to vehicle dwellers is informed by a compassionate approach that prioritises the health and wellbeing of people living in vehicles, as well as the impact on neighbouring housed residents. All reports of encampments received from members of the public are recorded, investigated, and assessed in terms of impact.

BCC has opened and run nine meanwhile sites over the last four years, allowing in the region of 225 people to move safely off the streets and onto managed sites. There is an ongoing commitment to opening new sites and continuing the provision of this highly valued and sought after living option.

As the vehicle dwellers around the downs are not one cohesive unit, we are having to take targeted action in the same way a whole street would not be penalised for the conduct of one household.

2. Unlike what was reported in the press, eviction notices were not served on all vehicle dwellers on Parry's Lane. Following evidence of antisocial behaviour and waste, officers visited the location and asked vehicle dwellers to move. A number did so and there was an improvement in waste related issues.



QUESTION PQ 16

Question submitted by: Alderman Colin Smith

To Cllr. Barry Parsons, Homes and Housing Delivery Committee Chair

Subject: Citizen Service Points

Now that citizen access to council services is now limited to Temple Street, why is there no facility for the personal handover/receipt of Right to Buy applications, when the Right to Buy Team is headquartered there and the postal address is Temple Street?

REPLY

The Right to buy (RTB) service is based at 100 Temple Street and can be accessed by appointment at the Citizen Service Point located there. Appointments can be made in advance by phone.

Tenants are advised to book an appointment with the Home Ownership team who manage the RTB application process as it's important when submitting an application tenants bring all necessary supporting documents.

There is no facility for the personal handover or receipt of RTB applications without an appointment because these documents need to be verified by specialist officers, RTB Coordinators. This verification process is crucial to ensure the accuracy and completeness of the application. Additionally, important information related to the application is provided during the appointment.

Given the sensitive nature of these documents, they cannot be mailed or dropped off without proper verification.

To improve service provision, especially following the budget announcement that the maximum discount is reducing from £102,400 to £30,000 for the Southwest. The Home Ownership team have allocated more team members to support the unprecedented application numbers being received to assist citizens over the next two weeks. This will help accommodate more appointments and provide timely support to applicants.



QUESTION PQ 17

Question submitted by: Graham Rich

To Cllr. Barry Parsons, Homes and Housing Delivery Committee Chair

Subject: Van Dwellers

Question one title: Vans and caravans parking around the Downs

Question one: Why doesn't the council enforce the 5 hour parking restriction on the Downs?

Question two title: Abandoned vans and caravans around the Downs

Question two: Why doesn't the council remove abandoned vehicles which have been dumped around the Downs. The enforcement officers do not seem to apply the national government definition of an abandoned vehicle.

Question three title: Duty and Cost of removing abandoned vehicles

Question three: Does the council realise has a duty to remove abandoned vehicles and that it can claim set costs of removal of abandoned vehicles?

REPLY

1. Parking Services enforce the parking restrictions around the Downs on a regular basis. However there are limitations on what they can do as they can only issue Penalty Charge Notices to motorised vehicles which are registered at the DVLA. This means they cannot take action against a caravan. They can, and do, issue Penalty Charge Notices to cars, vans and campervans. The current restrictions are from Monday – Friday between 9am-5pm, no return 2 hours. After 5pm, all vehicles can park until the waiting restrictions begin again at 9am the next day. In the last year, the Civil Enforcement Officers have made 301 separate visits to the Downs and issued 147 Penalty Charge Notices (PCNs) to illegally parked vehicles.

Whilst parking services has the power to remove illegally parked vehicles our policy is not to remove vehicles which may be occupied. This is a health and safety risk for the occupant, and it would be unethical for a parking officer to remove someone's home and belongings. The Council's response to vehicle dwellers is informed by a compassionate approach that prioritises the health and wellbeing of people living in vehicles, as well as the impact on neighbouring housed residents.

2. The council has removed and will continue to remove abandoned vehicles and caravans in line with its statutory duty to do so. Before abandoned vehicles are removed, notices will be attached to vehicles/caravans.

3. The council does know this. Where an owner can be traced then a £200 FPN will be served, though this is rare.



QUESTION PQ 18

Question submitted by: Richard Norwood

To Cllr. Barry Parsons, Homes and Housing Delivery Committee Chair

Subject: Van Dwellers

Question one title: Caravans/van dwellers on the Downs

Question one: When is the Council going to enforce the parking laws on the Downs, or do they no longer apply? Unless the laws are enforced, more and more will come and other laws will start to be flouted. It's already happening - e.g fly tipping. This will soon become a dangerous situation for Bristol on many levels - the financial burden on Bristol for dealing with the problem is rising every day as more caravans / vans arrive. There are over 100 of illegally parked caravans and vans on the Downs and Bristol now has the largest amount of roadside caravans/van dwellers in the country. The Council has totally failed to deal with the issue to date. It needs to be urgently addressed.

Question two title: Caravans/van dwellers on the Downs

Question two: Why are the caravan and van owners allowed to flout the parking laws and pay no council tax, whilst other residents have to pay council tax and are issued with parking fines?

Question three title: Caravans/van dwellers on the Downs

Question three: Notices were served on some of the caravans at the cut through at the top of Parrys Lane, but why were they not enforced when the same and other caravans re-parked in the same and adjoining roads also in breach of parking laws, and why were only a handful of caravans / vans served with a notice in the first place? There are over 100 of illegally parked caravans and vans on the Downs and Bristol now has the largest amount of roadside caravans/van dwellers in the country. The Council has completely failed to deal with the issue to date.

REPLY

1. Parking Services enforce the parking restrictions around the Downs on a regular basis. However, there are limitations on what they can do as they can only issue Penalty Charge Notices to motorised vehicles which are registered at the DVLA. This means they cannot take action against a caravan. They can, and do, issue Penalty Charge Notices to cars, vans and campervans. There are no restrictions to explicitly prevent overnight camping. The current restrictions are from Monday – Friday between 9am-5pm, no return 2 hours. After 5pm, all vehicles can park until the waiting restrictions begin again at 9am the next day. In the last year, the Civil Enforcement Officers have made 301 separate visits to the Downs and issued 147 Penalty Charge Notices (PCNs) to illegally parked vehicles.

Bristol does not have “the largest amount of roadside caravans/van dwellers in the country” as suggested. People living in vehicles is a nationwide issue affecting many cities, towns, and rural areas. What makes Bristol stand out is that BCC has taken proactive steps to find and work with this seldom heard group and is now being followed as an example of good practice around the UK in working with this group. The Council’s response to vehicle dwellers is informed by a compassionate approach that



prioritises the health and wellbeing of people living in vehicles, as well as the impact on neighbouring housed residents.

2. Council tax is payable on properties entered into the Valuation List by the Valuation Office Agency (VOA), and it is the VOA who are responsible for maintenance of that List. Where the Council identifies occupancy of what appears to be a domestic property (including where the dwelling is not permanent but where there is a licence to occupy) these are reported to the VOA for them to consider whether that dwelling should be entered into the List. Where a dwelling is entered on to the List council tax will become payable from the effective date as shown.

3. In line with the Bristol City Councils policy on Vehicle Dwelling on the Highway, the Neighbourhood Enforcement Team will continue to monitor vehicle dwelling locations across the city. Enforcement action will only occur where the impact of an encampment or individual vehicle within that encampment has been assessed and categorised as high impact. Vehicle dwellers and encampments are unlikely to be assessed as high impact if they:

- Contain all their belongings within their vehicle or caravan.
- Do not cause waste issues.
- Do not cause anti-social behaviour or commit crime.
- Do not cause obstruction of the highway or damage to public land, and
- Engage with the council.

As the vehicle dwellers around the downs are not one cohesive unit, we are having to take targeted action in the same way a whole street would not be penalised for the conduct of one household.

Unlike what was reported in the press, eviction notices were not served on all vehicle dwellers on Parry's Lane. Following evidence of antisocial behaviour and waste, officer visited the location and asked vehicle dwellers to move. A number did so and there was an improvement in waste related issues.



QUESTION PQ 19

Question submitted by: Maria Morgan

To Cllr. Barry Parsons, Homes and Housing Delivery Committee Chair

Subject: Van Dwellers

Why are vans and caravans on Downs not moved on or penalised in the same way as a visitor in a car that exceeds the parking time limit?

REPLY

The Council's response to vehicle dwellers is informed by a compassionate approach that prioritises the health and wellbeing of people living in vehicles, as well as the impact on neighbouring housed residents.

Parking Services enforce the parking restrictions around the Downs on a regular basis. However there are limitations on what they can do as they can only issue Penalty Charge Notices to motorised vehicles which are registered at the DVLA. This means they cannot take action against a caravan. They can, and do, issue Penalty Charge Notices to cars, vans and campervans. There are no restrictions to explicitly prevent overnight camping. The current restrictions are from Monday – Friday between 9am-5pm, no return 2 hours. After 5pm, all vehicles can park until the waiting restrictions begin again at 9am the next day. In the last year, the Civil Enforcement Officers have made 301 separate visits to the Downs and issued 147 Penalty Charge Notices (PCNs) to illegally parked vehicles.

Whilst parking services has the power to remove illegally parked vehicles our policy is not to remove vehicles which may be occupied. This is a health and safety risk for the occupant, and it would be unethical for a parking officer to remove someone's home and belongings. Vehicles that are being lived in would be managed by the Council's Neighbourhood Enforcement Teams and through the Gypsy, Roma, Traveller Service.



QUESTION PQ 20

Question submitted by: Michael Saunders

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: Liveable Neighbourhoods

From my daily experience driving in Bristol traffic, I encounter some of the worse congestion and delays I've ever been subject to across all the UK. Might the Liveable Neighbourhood plans for Bristol make driving through the city even more problematic and eventually untenable, resulting in expensive roll back of these changes after the inevitable public outcry and protests?

REPLY

The aim of liveable neighbourhoods are to encourage the use of more sustainable modes – walking, cycling and public transport. Some short journeys are harder to do by car as are some through routes that go via local neighbourhood roads. The long term outcome expected from these schemes is for some car trips to switch to these more sustainable modes and this will then mean limited impact on the strategic road network.



QUESTION PQ 21

Question submitted by: Suzanne Audrey

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: Freedom of Information

Question one title: Freedom of Information compliance statistics

Question one: Freedom of Information compliance statistics do not appear to be up-to-date on the Bristol City Council website: <https://www.bristol.gov.uk/council/data-protection-and-foi/freedom-of-information-foi/freedom-of-information-foi-published-information/freedom-of-information-compliance-statistics-2023-to-2024> Please provide the Freedom of Information compliance statistics for the periods April-June 2024 and July-September 2024

Question two title: Data retention policies

Question two: At the last Full Council meeting, I was given only a partial response to my question about Bristol City Council data retention policies although it was indicated that they follow 'best practice'. Since then I have tried to investigate further and I am concerned that there appears to be very little understanding amongst officers and councillors about what the policies actually are. Please will you provide specific information about Bristol City Council's data retention policies i.e. type of information, length of time it is held, where it is held and who authorises the deletion of information.

Question three title: Data retention policy training

Question three: Please will you provide information about the training provided to officers and councillors about the Council's data retention policies i.e. training provider, content of training, frequency of training, and when the training relating to data retention was last reviewed/updated.

REPLY

Question 1 response:

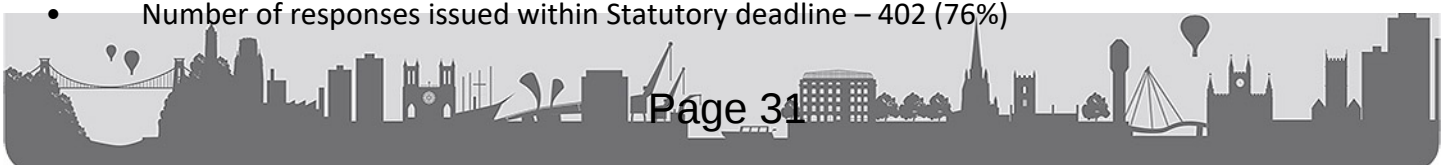
Freedom of Information compliance statistics for the periods of April – June 2024 and July – September 2024 are as follows:

Quarter 1 – April to June 2024

- Total requests received (FOIA/EIR) – 543 (77%)
- Number of responses issued within Statutory deadline – 400 (77%)
- Number of responses NOT issued within Statutory deadline – 120 (23%)

Quarter 2 – July to September 2024

- Total requests received (FOIA/EIR) – 526
- Number of responses issued within Statutory deadline – 402 (76%)



- Number of responses NOT issued within Statutory deadline – 124 (24%)

The website will be updated this week, with up the up-to-date statistics. Please accept our apologies that this was not done sooner.

Question 2 response:

Bristol City Council's retention policies cover all types of data and records created and held by the Council in any format. Different records are kept for different lengths of time, dependant on relevant legislation. The Council's Document Retention Schedule details records which we keep and the retention period for those records and is available on the Council's website.

Service areas are responsible for the deletion of their records once the retention period has passed.

Question 3 response

Mandatory Data Protection training is undertaken by all staff and Councillors on an annual basis. This training includes information on data retention. There is also an internal training module for Records Management, which is available to all staff and Councillors.

Data Protection training is reviewed annually. Records Management training was reviewed/updated in April 2024



QUESTION PQ 22

Question submitted by: Jen Smith

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: Social Media Surveillance

At Full Council on 18 October 2022, a Golden motion by the Conservatives called for a 'genuinely independent inquiry into 'social media surveillance'. The motion was carried, supported by the Green Party. This independent inquiry has never happened. There has been nothing put in place to ensure such breaches of the Human Rights Act are not continuing to be breached now or in the future. Will the leader of Bristol City Council, who voted for the motion in 2022, allow this independent investigation to take place?

REPLY

There are other matters which need to be resolved, following which the question can be considered.



QUESTION PQ 23

Question submitted by: Lucy Wallis

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: Avon Pension Fund

I'm very concerned about the Avon Pension Fund being used to invest in companies linked to the arms trade and those profiting from illegal settlements in the West Bank. What specific steps will the council take to fulfil its legal duty and enforce accountability of the Avon Pension Fund to ensure that it stops investing in companies complicit in the documented human rights abuses globally, such as in Palestine and Lebanon, and the plausible genocide being committed in Gaza by Isreal, as recently acknowledged by the International Court of Justice?

REPLY

The Council's pension fund is held with the Avon Pension Fund administered by Bath and North East Somerset Council. The scheme's funds are invested entirely separately from those of the Council, has its own policy for Responsible Investment and are subject to separate regulatory regimes to local authority investments. They are therefore not directly governed by the Council's Ethical and Equitable Investment Policy. However, the Council's policy can be used to inform the views of the Council's pension representative who feeds into matters such as the pension funds' Responsible Investment policy.



QUESTION PQ 24

Question submitted by: Hayley Hemming

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: GDPR Compliance

Question one title: Data Deletion and Compliance with GDPR Following Subject Access Request

Question one: I submitted a Subject Access Request (SAR) to Bristol City Council on 8th May this year, requesting that my personal information be retrieved from the inboxes of Marvin Reed, Asher Craig, and Hugh Evans. The SAR should have been fulfilled by August at the latest. As it was not returned and the department failed to communicate with me, I lodged a complaint with the Information Commissioner's Office (ICO), which stated: "We have recorded this complaint on our system as an infringement of data protection legislation and will inform the Council of this." I am still awaiting the return of my SAR. I have since learned that Marvin's (and presumably Asher's) inbox has been deleted. Deleting data that is the subject of a SAR could potentially be construed as an attempt to obstruct the rights of the data subject, which would be contrary to the principles set out in the General Data Protection Regulation (GDPR). What measures did Bristol City Council undertake prior to the deletion, and in accordance with their data retention policies, to ensure that data subjects could obtain their data and that the Council was operating within the confines of GDPR legislation?

Question two title: Responsibility for Ensuring Compliance with Data Protection Obligations

Question two: The ICO has advised me that if the council fails to disclose the information I believe it holds, the best option is to apply to the courts for the outstanding information. This expectation is simply ridiculous. As a mother of two disabled children, a full-time worker, and a volunteer for various charities and school organisations, I find it outrageous that families are expected to take such extraordinary measures to obtain their data. Who is responsible for ensuring that citizens do not have to waste valuable time and resources navigating such a convoluted process to receive the information they are legally entitled to?

Question three title: Standards for Data Redaction

Question three: What is the standard operating procedure (SOP) for determining the extent of redactions in Subject Access Requests. Please include in your reply all aspects of the SOP including how BCC evaluate whether the time and resources spent on these redactions are justified, and in line with ICO guidance, considering the potential for internal reviews and ICO complaints that could further burden already underperforming services.

REPLY

1. The Council can confirm it is aware of this request, but this is not the correct forum to discuss the matter. The Council will liaise directly with the data subject to provide an update.
2. The responsibility for ensuring Compliance with Data Protection Obligations is the Council's Corporate Leadership Board.



3. All redactions are made based on ICO guidance. The Council is very careful in ensuring that Data Subjects are provided with the personal data they are entitled to when making a Subject Access Request. Only information exempt from disclosure will be redacted. This includes third party personal data, information covered by Legal Professional Privilege, information provided in confidence etc. Each request is looked at on a case-by-case basis and as much information as possible is provided, based on appropriate legislation.



QUESTION PQ 25

Question submitted by: Imogen Bellotti

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: Divest for Palestine

Why can't the council divest NOW from companies that profit from the slaughter of Palestinian people? We voted for green and labour councillors because we value the environment and human rights. More than 80% of the country supports a ceasefire. So why aren't our views being represented in the council's finances?

REPLY

The Council's Ethical and Equitable Investment Policy sets out the Council's Investment principles and decisions are made in accordance with the Policy.



QUESTION PQ 26

Question submitted by: James P Ben Reddick

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: Israel-Palestine Investments

Question one title: Do Pension Fund investments make peace in Palestine more or less likely?

Question one: Do any companies supported by BCC investments make products and services that lessen the prospect of peace between Israel and the people of Palestine?

Question two title: How much money did Bristol receive from companies linked to Israel last year?

Question two: How much does BCC now have invested in companies that contribute to Israel's economy and what was the return on those investments last year?

REPLY

1. The Council's Ethical and Equitable Investment Policy sets out the Council's Investment principles and decisions are made in accordance with the Policy.
2. The Council's investment in companies is limited to our investment in our wholly owned subsidiaries (Bristol Holdings, Bristol Waste and Goram Homes), Bristol Port Authority, City Funds LP and Bristol Credit Union.



QUESTION PQ 27

Question submitted by: Eileen Kay

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: Avon Pension Fund

In the past year we've witnessed the massacre of at least fifteen thousand children in Gaza, journalist have been slaughtered, human aid workers have been targeted and we are now witnessing the complete siege and starvation of Northern Gaza. We've seen one unspeakable war crime after another, perpetrated against Palestinian and the Lebanese people . Given that Bristol is committed to ethical standards, how can it justify the Avon Pension Fund having holdings of over £12 million in companies profiting from Israel's illegal occupation and over £10 million in arms companies, many of which are supplying Israel. Does the Bristol City Council plan to divest so that it is not complicit in war crimes or what could be a genocide according to the International Court of Justice and how soon can we expect this?

REPLY

The Council's pension fund is held with the Avon Pension Fund administered by Bath and North East Somerset Council. The scheme's funds are invested entirely separately from those of the Council, has its own policy for Responsible Investment and are subject to separate regulatory regimes to local authority investments. They are therefore not directly governed by the Council's Ethical and Equitable Investment Policy. However, the Council's policy can be used to inform the views of the Council's pension representative who feeds into matters such as the pension funds' Responsible Investment policy.



QUESTION PQ 28

Question submitted by: Jack Slater

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: Plant-based catering

As councillors may be aware, for some years now a number of residents have been calling for the council to commit to plant-based catering for internal meetings and events as an act of climate leadership. Across the various responses we have received, there has been a lack of clarity as to who - either individually or collectively - within the council could action such a change. Given our obvious desire not to burden members with requests they cannot action, can the council provide clarity as to who it is, precisely, that could implement such a change?

REPLY

There is no policy at present.

The Council is currently out to tender for its Events and Catering contracts. Plant-based catering is a key consideration for a future award.

Policy decisions are now taken by the respective committee. The committee which could make decision linked to plant based catering are the Strategy and Resource Committee and the Environment and Sustainability Committee.



QUESTION PQ 29**Question submitted by: Matt Sanders****To Cllr. Ed Plowden, Transport and Connectivity Committee Chair****Subject: Parking Services and Bus Gates**

Question one title: The Parking Services Annual Report 2022-23

Question one: The Statutory Guidance of the Traffic Management Act 2004 states that the Council should publish its Parking Services Annual Report within six months of the end of the financial year. Therefore, the 2022-23 Report should have been published by September last year, so is now more than 13 months overdue. Perhaps it is not a coincidence, that this Report will be the first to include data about the number of penalty charge notices issued, in relation to the Clean Air Zone. So why has this Annual Report still not been published?

Question two title: Bus Gate Penalty Charge Notices

Question two: Listing them in ascending order (from lowest to highest), how many penalty charge notices have been issued so far in 2024, by each of the Council's bus gates?

Question three title: The Cumberland Road Bus Gate - Reasons for Contraventions

Question three: The Cumberland Road Bus Gate is on course to end this year as the highest grossing - so least effective - bus gate in the entire country. Having had nearly a year to study the data, can the Council's Transport and Highways experts please explain why so many motorists have driven through this restriction?

REPLY

1. The report is still being prepared. The delay is due to the need to incorporate CAZ data for the first time. However, extensive data on Penalty Charge Notices for the first calendar year of operation of the Clean Air Zone has already been published. Please see [Bristol's Clean Air Zone Cabinet Report](#).

2. See below table

Location	PCNs Issued
Colston Avenue	1013
Broad Quay	1088
Union Street Bus Lane (Broadmead)	1157
Romney Avenue	1293
Romney Avenue	1328
Union Street (Junction The Haymarket)	1679
Colston Street	2071
Baldwin Street (Junction Broad Quay)	2300
A37 Wells Road (Three Lamps)	3228

Stoke Lane Off Slip MetroBus Only Link	3414
Bath Road (A4)	4618
Baldwin Street (Junction Marsh Street)	6078
Victoria Street (Bristol Bridge)	8074
Baldwin Street (Junction High Street)	8337
High Street (Junction Baldwin Street)	9067
Cumberland Road	58732

The number of PCNs does not mean that the bus gate is not effective. Traffic levels on Cumberland Road have significantly reduced following the introduction of the Bus Lane which shows that it is acting as an effective deterrent as the majority of drivers are adhering to the restriction. The measure was introduced to improve air quality, which has substantially improved.



QUESTION PQ 30

Question submitted by: Susan Newman

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: End Bristol's complicity in genocide

Given Bristol's commitment to ethical standards, what specific actions is the council undertaking to ensure that taxpayer-related funds are not supporting companies profiting from human rights abuses in Palestine and Lebanon?

REPLY

The Council's Ethical and Equitable Investment Policy sets out the Council's Investment principles and decisions are made in accordance with the Policy.



QUESTION PQ 31

Question submitted by: Amelia Goadby

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: Avon Pension Fund

The International Court of Justice recently acknowledged that Israel's actions in Gaza could amount to genocide. What steps are being taken by the council to ensure it is not complicit through its contributions to investments made by Avon Pension Fund?

REPLY

The Council's pension fund is held with the Avon Pension Fund administered by Bath and North East Somerset Council. The scheme's funds are invested entirely separately from those of the Council, has its own policy for Responsible Investment and are subject to separate regulatory regimes to local authority investments. They are therefore not directly governed by the Council's Ethical and Equitable Investment Policy. However, the Council's policy can be used to inform the views of the Council's pension representative who feeds into matters such as the pension funds' Responsible Investment policy.



QUESTION PQ 32

Question submitted by: Alexander Alden

To Cllr. Barry Parsons, Homes and Housing Delivery Committee Chair

Subject: Van Dwellers

When are BCC going to take action on the issue of the van & caravans parked in the roads around the downs. Do BCC consider it is appropriate to allow this flagrant law breaking to continue? There are proven blatant ongoing braking of parking restrictions and fouling of the area with unhygienic practice.

REPLY

The Council's response to vehicle dwellers is informed by a compassionate approach that prioritises the health and wellbeing of people living in vehicles, as well as the impact on neighbouring housed residents. All reports of encampments received from members of the public are recorded, investigated, and assessed in terms of impact.

Issues around vehicle dwellers in the city are being proactively addressed by both the Neighbourhood Enforcement Team and the Gypsy Roma Traveller Team. There is a paper going to the Homes & Housing Delivery Policy Committee in early 2025 to examine the work currently being undertaken with Vehicle Dwellers in the city and to make recommendations on moving forward. People living in vehicles are present in many cities, towns and rural areas across the UK, and Bristol is a national model of good practice in how we work with them.

We have opened and run nine meanwhile sites over the last four years, allowing in the region of 225 people to move safely off the streets and onto managed sites. There is an ongoing commitment to opening new sites and continuing the provision of this highly valued and sought after living option. As the vehicle dwellers around the downs are not one cohesive unit, we are having to take targeted action in the same way a whole street would not be penalised for the conduct of one household.

Parking Services enforce the parking restrictions around the Downs on a regular basis. However, there are limitations on what they can do as they can only issue Penalty Charge Notices to motorised vehicles which are registered at the DVLA. This means they cannot take action against a caravan.

They can, and do, issue Penalty Charge Notices to cars, vans and campervans. There are no restrictions to explicitly prevent overnight camping. The current restrictions are from Monday – Friday between 9am-5pm, no return 2 hours. After 5pm, all vehicles can park until the waiting restrictions begin again at 9am the next day. In the last year, the Civil Enforcement Officers have made 301 separate visits to the Downs and issued 147 Penalty Charge Notices (PCNs) to illegally parked vehicles.

Whilst parking services has the power to remove illegally parked vehicles our policy is not to remove vehicles which may be occupied. This is a health and safety risk for the occupant, and it would be unethical for a parking officer to remove someone's home and belongings. Council officers will continue to work with elected Members to resolve issues and manage impact.



QUESTION PQ 33

Question submitted by: Mark Marshall

To Cllr. Barry Parsons, Homes and Housing Delivery Committee Chair

Subject: Van Dwellers

For many years the Downs has been an unauthorised camp site with the council & mayor repeatedly stating that there is nothing that can be done to resolve the situation. The vans are parked on a restricted parking area yet there have been 0 tickets issued - indeed on one occasion I saw a warden issue a ticket to a family car, parked near a van dweller. I asked the warden why he didnt issue a ticket to the van dweller and was told the council policy was not to do so. So, my actual question is this. Why not enforce the parking for van dwellers? If for no other reason than it would provide some income for the overnight camping and if they had to appeal every case, they may get fed up and move!

REPLY

The Council's response to vehicle dwellers is informed by a compassionate approach that prioritises the health and wellbeing of people living in vehicles, as well as the impact on neighbouring housed residents.

Parking Services do enforce the parking restrictions around the Downs and there is no policy not to do so. However officers do undertake dynamic risk assessments and if the officer felt unsafe (if there were dogs on site for example) they may not have attempted to issue a Penalty Charge Notice. Officers are also limited in terms of what they can enforce. They are only permitted to enforce to motorised vehicles which are registered at the DVLA and therefore have no powers to enforce against unhitched caravans. In the previous year, the Civil Enforcement Officers have made 301 separate visits to the Downs and issued 147 Penalty Charge Notices (PCNs) to illegally parked vehicles.

There are no restrictions to explicitly prevent overnight camping. The current restrictions are from Monday – Friday between 9am-5pm, no return 2 hours. After 5pm, all vehicles can park until the waiting restrictions begin again at 9am the next day.



QUESTION PQ 34

Question submitted by: Farht Ali

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: Hypocrisy on Palestine

How can you justify investing in companies that are clearly in breach of international law by operating in the occupied territories?

REPLY

The Council's Ethical and Equitable Investment Policy sets out the Council's Investment principles and decisions are made in accordance with the Policy.



QUESTION PQ 35

Question submitted by: Geoffrey Allan

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: Avon Pension Fund

Given Bristol's commitment to ethical standards, what steps will the council take to ensure that Avon Pension Fund avoids investing in companies complicit in documented human rights abuses in Palestine and Lebanon, including the supply of arms used to carry out those abuses?

REPLY

The Council's pension fund is held with the Avon Pension Fund administered by Bath and North East Somerset Council. The scheme's funds are invested entirely separately from those of the Council, has its own policy for Responsible Investment and are subject to separate regulatory regimes to local authority investments. They are therefore not directly governed by the Council's Ethical and Equitable Investment Policy. However, the Council's policy can be used to inform the views of the Council's pension representative who feeds into matters such as the pension funds' Responsible Investment policy.



QUESTION PQ 36

Question submitted by: David Shelton

To Cllr. Barry Parsons, Homes and Housing Delivery Committee Chair

Subject: Van Dwellers

There are many travellers permanently located on the Downs where there are no facilities for them to use, particularly for toilets and washing. When will the council provide a dedicated facility for the travellers which meets their needs?

REPLY

In August 2023, BCC Public Health Department published a Health Needs Analysis (HNA) of people Living in Vehicles. This analysis surveyed a high proportion of vehicle dwellers and found that health issues associated with a lack of access to washing facilities were disproportionately high. Several recommendations were made to help resolve this in the follow up document: “Vehicle Dwellers – the Bristol Model”.

A paper is now being taken to Homes and Housing Delivery Policy Committee in early 2025 to discuss increasing the number of meanwhile sites in the city (which provide access to fresh water and toilet facilities), establishing permanent sites, and setting up service sites where Travellers can access water, empty cassette toilets and access washing facilities.

The Council’s response to vehicle dwellers is informed by a compassionate approach that prioritises the health and wellbeing of people living in vehicles.



QUESTION PQ 37

Question submitted by: Andy Weale

To Cllr. Barry Parsons, Homes and Housing Delivery Committee Chair

Subject: Van Dwellers

Can the council confirm that caravans and camper vans can be parked anywhere in any time restricted public parking space in the city without penalty (as is currently the case on Saville Road on The Downs)?

REPLY

The Council's response to vehicle dwellers is informed by a compassionate approach that prioritises the health and wellbeing of people living in vehicles, as well as the impact on neighbouring housed residents. All vehicles should park legally and in accordance with the restrictions in place at all times. If they do not, they are at risk of enforcement action.

Parking Services enforce the parking restrictions around the Downs on a regular basis. However there are limitations on what they can do as they can only issue Penalty Charge Notices to motorised vehicles which are registered at the DVLA. This means they cannot take action against a caravan. They can, and do, issue Penalty Charge Notices to cars, vans and campervans. There are no restrictions to explicitly prevent overnight camping. The current restrictions are from Monday – Friday between 9am-5pm, no return 2 hours. After 5pm, all vehicles can park until the waiting restrictions begin again at 9am the next day. In the last year, the Civil Enforcement Officers have made 301 separate visits to the Downs and issued 147 Penalty Charge Notices (PCNs) to illegally parked vehicles.

Whilst parking services has the power to remove illegally parked vehicles our policy is not to remove vehicles which may be occupied. This is a health and safety risk for the occupant, and it would be unethical for a parking officer to remove someone's home and belongings. Vehicles that are being lived in would be managed by the Council's Neighbourhood Enforcement Teams and through the Gypsy, Roma, Traveller Service.



QUESTION PQ 38

Question submitted by: Neet Pearce

To Cllr. Barry Parsons, Homes and Housing Delivery Committee Chair

Subject: Eagle House

Question one title: Eagle House return date

Question one: As the 6 months has now passed, do you still intend to keep your pledge and return Eagle House Youth Centre to the community as promised- Yes or No?

Question two title: Eagle House housing plan

Question two: Under the previous administration, did officers prepare a housing options report for Eagle House Youth Centre-Yes or No?

REPLY

1. The property is subject to a lease, which does not contain a break option, but which is due to end in May 2026. The Council cannot unilaterally bring the lease to an end; any alleged breaches of the lease covenants would need to be pursued by applying to the Court for forfeiture of the lease. A decision on the future use of the property, after the current tenant has vacated, will need to be made in due course. The needs and wishes of the local community can be considered at that stage.
2. The Housing Delivery Service commissioned a further feasibility based on the initial valuation report, which tested site capacity for a mix of housing and community uses. Whilst the site was set out as a redevelopment site in the community-led Knowle West Regeneration Framework in 2012, it is not currently formally identified as a site for affordable housing delivery for Bristol. Any future development of the site, either by the Council or a third party, would need more formal consideration through the Council's land disposal policy routes, which would take into account existing community uses alongside wider corporate priorities.



QUESTION PQ 39

Question submitted by: Sarah Warde

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: Avon Pension Fund

As a Lebanese woman living in Bristol, I am very concerned about the Avon Pension Fund being used to invest in companies linked to the arms trade and those profiting from illegal settlements in the West Bank. Can the council include divestment as a priority agenda item at the upcoming Full Council meeting, or an appropriate committee meeting, to address the public's concerns about the ethical use of pension funds in companies complicit in war crimes in Gaza and Lebanon?

REPLY

The Council's pension fund is held with the Avon Pension Fund administered by Bath and North East Somerset Council. The scheme's funds are invested entirely separately from those of the Council, has its own policy for Responsible Investment and are subject to separate regulatory regimes to local authority investments. They are therefore not directly governed by the Council's Ethical and Equitable Investment Policy. However, the Council's policy can be used to inform the views of the Council's pension representative who feeds into matters such as the pension funds' Responsible Investment policy.



QUESTION PQ 40

Question submitted by: Kierstan Lowe

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: Avon Pension Fund

When will the council divest its pension fund from companies complicit in human rights abuses in Palestine and Lebanon

REPLY

The Council's pension fund is held with the Avon Pension Fund administered by Bath and North East Somerset Council. The scheme's funds are invested entirely separately from those of the Council, has its own policy for Responsible Investment and are subject to separate regulatory regimes to local authority investments. They are therefore not directly governed by the Council's Ethical and Equitable Investment Policy. However, the Council's policy can be used to inform the views of the Council's pension representative who feeds into matters such as the pension funds' Responsible Investment policy.



QUESTION PQ 41

Question submitted by: Dr Eldin Fahmy

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: Avon Pension Fund

Question one title: Scrutiny of risk assessments by BCC and its partners

Question one: In the light of recent legal developments at the ICJ and ICC concerning Israel's actions in Gaza since 07 Oct 2023, what steps have Bristol City Council and its partners in Avon Pension Fund taken to scrutinise fund managers' risks assessments?

Question two title: Investments in companies facilitating breaches of international law

Question two: Can Bristol City Council confirm that it and its financial partners in Avon Pension Fund and Brunel Pension Fund do not make investments in companies facilitating Israel's actions in the Occupied Palestinian Territories which was found by the ICJ in July 2024 to breach international law?

Question three title: Legal compliance of investments in companies facilitating Israel's actions in the OPTs

Question three: Does Bristol City Council consider investments in companies linked to Israel's actions in the Occupied Palestinian Territories via Avon Pension Fund and Brunel Pension Fund to meet all UK and international legal requirements, including respect for all internationally recognised human rights?

REPLY

The Council's pension fund is held with the Avon Pension Fund administered by Bath and North East Somerset Council. The scheme's funds are invested entirely separately from those of the Council, has its own policy for Responsible Investment and are subject to separate regulatory regimes to local authority investments. They are therefore not directly governed by the Council's Ethical and Equitable Investment Policy. However, the Council's policy can be used to inform the views of the Council's pension representative who feeds into matters such as the pension funds' Responsible Investment policy.



QUESTION PQ 42

Question submitted by: David Redgewell

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: WECA and Regional Transport Arrangements

Question one title: North Somerset Council to join WECA

Question one: With the UK government budget put extra money into Devolution deals

With the mayor's in the west Midlands Transport combined Authority Mayor John Parkin and the Greater Manchester combined Transport Authority mayor Andy Burnham.

With the need urgent to improve the city Region bus and coach services by Franchising powers or Municipalisation

To reopen the metro west railway Network lines to From Bristol Temple meads station to Pill and Portishead

Including a future Ashton Gate station.

Bristol Temple meads station to Ashley Down station, Filton Abbey wood station, Filton North Arena and Henbury for cribs causeway on the Henbury loop which needs to reopen in full .

And Charfield station for Wotton under Edge on the Bristol Temple meads station to Gloucester line

Improvement in Public transport Network interchanges in Bristol city centre Bath spa and Weston super mare.

Light rail Network for city Region

The Port of Bristol main Dock and

Airport are in North Somerset council area .

What progress is now being made with city Region mps in the city and county of Bristol Banes south Gloucestershire county council and North Somerset council with secretary of state for Transport Louise Haigh

Deputy prime minister Angela Ryner mp and secretary of state for Housing and local government .

To get an order before the houses of commons and Lord to allow North Somerset council to join the west of England mayoral combined Authority before May 2025 Elections.

This a very very urgent matter for the government of the Bristol and Bath city region.



Question two title: Incentives to encourage passengers back on public transport

Question two: With the UK government budget

Putting up the price of the capped bus fare from £ 2 to £ 3 from December 2024 to December 2025

And Railway fares on the city Region metro west railway Network by 4 .5

With the fare raise being lower on the Bristol Temple meads station to Clifton Down station to Avonmouth and severn Beach line.

For which the west of England mayoral combined transport Authority mayor Dan Norris and North Somerset council have some control.

Railcards going up by £5 except Disabled railcards

With the fuel duty escalator not raising

But working people transport fare raising.

What action is Bristol city council taking as part of the west of England mayoral combined transport Authority and North Somerset council joint transport arrangements.

To not just extend the Birthday card travel scheme by 1 month for Residents Births and 2 months for young people at a cost of £ 2 million pounds.

To get passengers back on the Greater Bristol bus Bath North Somerset council city region network.

The need for intergrated bus coach ferry and Rail tickets in the west of England mayoral combined transport Authority and North Somerset council Transport Authority area

And Western Gateway Transport Board peninsula Transport Board area.

But the mayor Dan Norris with North Somerset council set fare caps at £ 2 for the Greater Bristol bus network Bath city and weston super mare Town bus network.

The Rural fare Is £3 70 cap

But the UK government scheme is £3

The fare cap for the £ 2 fare in the west of England mayoral combined transport Authority and North Somerset council is due to end in April 2025

What discussion are taking place with mayor Dan Norris to extend the scheme like the Birthday card free fare scheme.



For another year so working people are paying £ 6 return on the city Region bus network in Greater Bristol and to keep low fares on the weston super mare to seven Beach line Train services via Bristol Temple meads station.

Question three title: Timelines for construction of bus lanes

With the need for the city Region sustainable transport fund network money to be spent in the next 2 years

With growth on the city Region bus network with stagecoach west, First group plc Wales and West buses Division Rapt Bath bus company A bus and big lemon buses back to pre covid levels .

Improvement to Harbourside Bridges and Ferry Terminals, but still not accessible to wheelchair users boats or piers .

And new metro west railway Network stations At Ashley Down, Portway,

Filton North for the Arena

Henbury for cribs causeway bus and coach station and Bristol zoo.

Their a very urgent need for bus rail ferry and coach interchanges to be. Built and bus coach and Taxis lanes to be connected to cribs causeway bus station via Henbury

With south Gloucestershire county council

Portway bus lanes

Wells Road bus lanes along with Banes council towards Farrington Gurney and Wells

Bath road through Bristol Temple meads station Arnos vale Bristlington keynsham saltford Newbridge Weston Bath spa bus and coach.

City centre bus and coach station.

Do you have a timescale for construction of theses bus and coach priority measures and interchanges

And the open of these scheme.

REPLY

Response to question 1

- On the 23rd September, Leaders of Bristol City Council, Bath and North East Somerset Council and South Gloucestershire Council wrote to the Ministry of Housing, Communities and Local Government in support of North Somerset's expression of interest in joining the West of England Combined Authority.



- This joint letter requested that government revisit the devolution settlement to the Combined Authority to ensure that the inclusion of North Somerset is achieved at no detriment to current programmes and spending plans within the area and allows further expansion to reflect our local ambitions. As such, we'd expect additional funding and powers for the whole of the West of England to underpin the expansion to include North Somerset.
- This letter was acknowledged by the relevant minister in October. Following the government's invitation to upper-tier authorities to submit proposals on preferred geographies for devolution, ministers will be considering all expressions of interest in the round, to be followed by discussions with interested local areas.

Response to question 2 & 3

- BCC has a significant programme of infrastructure works that will provide increased priority and facilities for public transport, as well as enhancing our active travel provision. These works are funded by the City Region Sustainable Transport Settlement (CRSTS) and have a range of construction timescales.
- This includes works already completed on Bristol Bridge, projects due to commence in the new year such as Victoria Street and our City Centre projects which are nearing completion of business cases and are set for construction starting in 2025 and 2026. All CRSTS projects are due to be completed by the funding deadline of 31 March 2027.



QUESTION PQ 43

Question submitted by: Dan Ackroyd

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: 'Ceasefire in Gaza' motion

For Full Council on the 8th October 2024, I asked PQ22: "In the proposed motion "Ceasefire in Gaza and ending the UK's arms trade with Israel" is the proposal "Agree not to enter procurement contracts with such companies in future." lawful?" And the response given was: "All motions have been reviewed by the Council's Monitoring Officer who has confirmed that they can be accepted and published in line with the Council's Constitution." In light of the Public Contracts Regulations 2015, could you clarify how the proposed motion's second part, "Agree not to enter procurement contracts with such companies in future", would be lawful? Specifically, Regulation 18 requires contracting authorities to treat all suppliers equally, without discrimination, and Regulation 57 limits the grounds for excluding suppliers to specific criteria, such as criminal activity or corruption. Excluding companies based on their commercial activities linked to a particular country or government appears to fall outside these permissible grounds. Additionally, the Local Government Act 1988, Section 17, restricts councils from making procurement decisions on non-commercial grounds. How, therefore, would this proposed policy not risk breaching these principles?

REPLY

If the motion is successful, it would be referred to the Strategy and Resources Committee for full consideration which will include professional comments in relation to finance and legal issues. The Policy Committee will then make the final, fully informed decision on whether the motion should be implemented.



QUESTION PQ 44

Question submitted by: Dan Ackroyd

To Cllr. Barry Parsons, Homes and Housing Delivery Committee Chair

Subject: Asbestos

One of the issues that is affecting Bristol Council's ability to manage the Housing Stock is poor record keeping, including records relating to asbestos. In the past five years, have there been any incidents where members of the public or people working on buildings have been exposed to asbestos? If yes, please provide details of these incidents.

REPLY

Bristol City Council Housing & Landlord Services have a comprehensive Asbestos Policy, Management Plan and maintained Asbestos Register. All our asbestos management processes are subject to rigorous ongoing review to ensure compliance with the Control of Asbestos Regulations 2012.

From November 2019 up to December 2022 there were 5 incidents of potential asbestos exposure, all employees. No members of the public affected.

From December 2022 up to 11th November 2024 there were 18 incidents of potential asbestos exposure, all employees. No members of the public affected.

In total 5 incidents were reported to the Health & Safety Executive as required under the Reporting of Injuries, Diseases, Dangerous Occurrences Regulations. There were corrective actions taken for each incident, and specifically a review of operative asbestos awareness training where required.

We hold an up to date, fully maintained asbestos register. Information on the location and condition of asbestos containing materials is provided to people who may disturb them during work activities.

Any material known or presumed to contain asbestos is kept in a good state of repair; and any material because of the likelihood of disturbance and its location or condition, is repaired or removed.

All employees and contractors working on our residential and commercial premises are competent and trained as a minimum to Category 1. Asbestos Awareness.



QUESTION PQ 45

Question submitted by: Dan Ackroyd

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: Pre-action protocol

I have been contacted by a member of the public who allegedly is in legal dispute with the Council. They told me that this Council is failing to respond properly to a 'Pre-action protocol'. My understanding is that this council is failing to instruct the Council's own solicitor, so the case can't move forward. Reading the 'Practice direction for pre-action conduct and protocols' at https://www.justice.gov.uk/courts/procedure-rules/civil/rules/pd_pre-action_conduct it seems to indicate expected response times of "14 days in a straight forward case and no more than 3 months in a very complex one." Is this council conforming to the pre-action protocol and responding to pre-action protocols in a timely manner?

REPLY

The conduct of legal proceedings is a matter for legal services and will only be discussed as between the parties specifically involved in the matter. Full Council cannot comment on individual legal cases.



QUESTION PQ 46

Question submitted by: Joanna Booth

To Cllr. Barry Parsons, Homes and Housing Delivery Committee Chair

Subject: Housing Standards

Question one title: Fire risk assessments

Question one: When will the council publish all of the fire risk assessments online so people can see the full extent of the work that needs to be done to make all of the council's homes be safe?

Question two title: Housing and Consumer Standards Programme Board

Question two: The announcement of the Housing and Consumer Standards programme board says that "the board is led by senior leaders of the council and will be scrutinised by a panel of tenants." When will this scrutiny start, and will non-tenants be able to also scrutinise the work of this programme board?

REPLY

1. We are in the process of developing a Property Safety Strategy that will inform our social housing residents and stakeholders about our high-level commitments, approaches, and priorities for providing safe homes across all our HRA housing homes. It will include what and how we share information with our residents regarding the safety of their homes. This will include sharing fire safety related information including FRA's. We will be engaging with the Housing Forums and Housing Scrutiny Panel in the development of the strategy and plan to have a proposed strategy complete and entering the governance pathway for consideration and approval in March 2025.

2. The Housing Scrutiny Panel has started an oversight role on the delivery of the HCSP. The Housing Scrutiny Panel now also has an opportunity to review and comment on updates and discussions that take place at the Homes & Housing Delivery Committee (H&HDC). Comments from the Housing Scrutiny Panel will be fed into each H&HDC update report. A discussion was had at the 1 November H&HDC regarding resident engagement, and it was agreed that a proposal for the longer-term resident engagement approach including the future of the Housing Management Board will be brought to a future committee in early 2025. An update on the work of the HCSP is brought to each H&HDC which enables public scrutiny and questions.

