

Full Council – 15 March 2016

Agenda item 4 b

Public questions



Procedural note:

Questions submitted by members of the public:

- Questions can be about any matter the Council is responsible for or which directly affect the city.
- Members of the public are entitled to submit up to 2 written questions, and to ask up to 2 supplementary questions. A supplementary question must arise directly out of the original question or the reply.
- Replies to questions will be given verbally by the Mayor (or the Deputy/ Assistant Mayor where relevant). If a reply cannot be given at the meeting (e.g. due to lack of time) or if written confirmation of the verbal reply is requested by the questioner, a written reply will be provided within 10 working days of the meeting.



Public questions

QUESTION PQ 01

Subject: St Pauls Carnival

Question submitted by: Cleo Lake

Given that St Pauls Afrikan Caribbean Carnival Ltd is still in existence without your funding, if BCC is unwilling to review their unreasonable and ill informed decision not to support the organisation financially or otherwise, can you agree in principle that should the correct licensing, risk assessment and health and safety be in place for a small scale or medium scale event - that the organisation will be treated fairly by SAGE and BCC in terms of allowing an event to happen either this year or in the future? The annual event follows a long line of ancestral rights and rites that relate to the celebration of 'emancipation' from 'historic' enslavement of African Caribbean people in which Bristol played a leading role in.

QUESTION PQ 02

Subject: Kingsweston Road - iron bridge

Question submitted by: Henry Michallat

The question below concerns Iron Bridge which spans the Kingsweston Road. My question is: Do you agree that the use of Kingsweston Road is unsuitable for HGV's, will you commit to repairing this beautiful, historic bridge and as it's an important pedestrian crossing, when do you see work being completed?

QUESTION PQ 03

Subject: Brexit - implications for local government

Question submitted by: John W Mound

Will the Bristol City Council be considering the implications for local government should the June 23rd 2016 referendum support the UK leaving the European Union, and if so will the City Council publish its conclusions?

QUESTION PQ 04

Subject: Equal opportunity of access to quality play space

Question submitted by: Joshua Warwick-Smith

The Mayor has previously spoken fondly of a time when children played within a 2 mile radius of their own homes. Today's children in Clifton Down are now forced to travel sometimes as far as 2 miles if they want a suitable and dedicated play area. A recent survey found overwhelming support throughout the ward for the introduction of a community play area. Will the Mayor be honouring his pledge of "equal opportunity of access to quality play space" for the parents and children of Clifton Down?



QUESTION PQ 05

Subject: Roadworks across the city

Question submitted by: Charlotte Stone

Why George do you think it was a good idea to attempt all these road works at the same time? I would guess that you never have to get a bus anywhere, and we have all seen that you believe you are above the parking/ speed restrictions that you have chosen to enforce within Bristol. I have been late to work so many times I am surprised that I haven't got the sack. It is crazy that it takes on average an hour and a half to get from St Annes to Clifton. To add in to the fact these buses are probably just another bad craze just like the bendy buses. All it's caused is chaos and destruction and costing us tax payers a fortune.

QUESTION PQ 06

Subject: 20 mph speed limits / zones

Question submitted by: D. Britton

1. Why are there so many 20 mph signs plus speed bumps?
2. Why have 20 mph in dead-end streets / cul-de-sacs?

QUESTION PQ 07

Subject: 20 mph speed limits / zones

Question submitted by: Tony Walmsley

20 mph limits – what evidence is there that the accident rate has been reduced since implementation?

QUESTION PQ 08

Subject: Residents parking

Question submitted by: Tony Walmsley

RPZ – where are contractors meant to park their vehicles whilst they work on a customer's home?

QUESTION PQ 09

Subject: 20 mph speed limits / zones

Question submitted by: John Welch

How can it be right (or justifiable) to persist with this scheme when the majority of residents (and their elected representatives) are firmly opposed to it? This seems to represent yet another erosion in our democratic processes. We elect a Mayor (supposedly an extension of democracy) only to end up being dictated to and have the wishes of democratically elected representatives over-ridden or set aside.



QUESTION PQ 10

Subject: 20 mph speed limits / zones

Question submitted by: Steve Moore

Why do we require 24 hour 20 mph speed limits, what is wrong with 07:30 - 20:00, you claim this is to save lives, how many lives are you saving at 03:00?

QUESTION PQ 11

Subject: Bus lanes

Question submitted by: Steve Moore

Why are so many bus lanes 24 hour? Buses don't run 24 hour and not all bus lanes have specific traffic lights.

QUESTION PQ 12

Subject: Traffic congestion / bus stops

Question submitted by: Dawn Martin

Why don't buses pull in to bus stops anymore - this causes complete congestion, and who is paying for these bus stops to be installed?

That's what causes most congestion - the other is unnecessary traffic lights and pedestrian crossings, which public money is being wasted on.

QUESTION PQ 13

Subject: Residents parking

Question submitted by: Dr Val Hennessy

Why are all RPZ set to different times - why can it not be uniform across the city?

It makes it almost impossible to know when you are legal to park in an area. I cannot read the notices as I drive past so I cannot tell whether or not I am free to park to visit a friend or a business at a particular time.

QUESTION PQ 14

Subject: 20 mph speed limits / zones

Question submitted by: Dr Val Hennessy

Is the limit considered a success and by whom and if it is, why has there been no improvement in traffic flow since this measure was introduced?



QUESTION PQ 15

Subject: 20 mph speed limits

Question submitted by: Alex Hosking

1. Where speed surveys have been conducted, are there now roads with mean average speeds that are above the speed limit?
2. Has there been any kind of measurement of the non-compliance rate of free flowing traffic?

QUESTION PQ 16

Subject: 20 mph speed limits / zones

Question submitted by: Bob Lewis

Please can you provide documented evidence of surveys undertaken specifically within Bristol that prove beyond doubt that serious accidents and deaths have been reduced on the specific roads that have had 20 mph zones introduced?

I understand that persons hit at 20 mph should receive less serious injuries than those hit at higher speeds, however if there is no documented evidence specifically on Bristol 20 mph zone roads that the introduction of 20 mph zones has significantly reduced serious injuries within Bristol the cost of implementation is disproportionate to the benefit. We have to remember that pedestrians and cyclists have a responsibility to also look out for their own (and their children's) safety and most of these people are intelligent people who will not just step out or swerve in front of traffic without deciding whether it is safe to do so. To spend money on the off chance that persons may not be vigilant for their own safety, without having firm evidence that there is a significant specific problem that the proposal will definitely resolve, surely cannot be justified when this money could be more usefully spent elsewhere.

QUESTION PQ 17

Subject: No entry sign – Victoria Park primary school / Raymend Road

Question submitted by: Rich Harryman

When will the no entry sign stopping cars turning the wrong way (which I see every day) down the side of Victoria Park Primary School onto Raymend Road be made clear? - I have been chasing the Council on this for over a year and am yet to have this rectified - check your records. Does a child need to be terribly injured before anything is done. The existing 'No Entry' has now faded to nothing. Clear signage and road markings must be installed immediately. Why has this taken so long. Also, recently people have began parking in my street, taking folding bicycles out of their cars and cycling to work. Public transport is limited and people still need to get to work/school/shops/doctors... All the RPZ's have achieved is making people park less conveniently, while everyone else pays a large additional tax. This parking-cycling is a new phenomenon following the ridiculous failure of the parking scheme - when will the Mayor admit that cars don't simply disappear.



QUESTION PQ 18

Subject: 20 mph speed limits / zones

Question submitted by: Rich Harryman

Why are 20 mph limits extending on to main thoroughfares in the city (St John's Lane, whole of Broadwalk Road etc)? - surely if these are to remain effective, make drivers take notice and slow down they should be used more sparingly - in my experience, the limits are largely seen as an irritation and are ignored. If the true value of the zones was limited and emphasised and they were restricted to areas of concern, (schools etc) they would be far more effective.

QUESTION PQ 19

Subject: Blue badge abusers

Question submitted by: Sharon Fraser

I would appreciate stiffer penalties given for people abusing disabled spaces in and around town, including supermarket parking spaces. And more powers given to Traffic Wardens and Supermarket car parks.

Obviously the current punishments are too merciful as people are happily using relatives/friends badges (without that person with them) to park in spaces meant for disabled people.

Traffic wardens are not currently allowed to insist on seeing the photo on the badge to make sure the person using it is the badge's rightful owner. Only the police have that right.

I am asking for the umpteenth time to please take this very seriously?

I have many problems with abusive people who park without a badge in these spaces, never mind how frustrating it is seeing youngsters using an elderly badge without that elderly/disabled person with them.

Never before needing a blue badge would I have dreamed of using a disabled bay. Yet, it seems some people in Bristol know nothing is done about who uses/abuses a blue badge.

Please prove us all wrong. Really heavy fines etc are needed big time!

You would make a fortune in the first week if you did an all out campaign to catch fraudsters! Especially for the bays outside Debenhams and Eastville Tesco.

In light of the above, please can I ask for an assurance that the Council will take this issue very seriously?

I hope you can make a difference.

QUESTION PQ 20

Subject: Traffic and parking issues – Gloucester Road, Filton Avenue and Southmead hospital areas

Question submitted by: Louise Mullins

1. Why when I called the traffic police, council and road division was I told that the lights which were destroyed in an accident on the turning from Gloucester Road into Filton Avenue three months ago was going to be dealt with quicker if another accident occurred? The traffic jams this week being yet another reason that council, police and traffic control need to work together with the highways agency to address so that this kind of thing NEVER happens- let alone again!



2. Why are there still THREE EMPTY CAR PARKS in Southmead hospital, of which staff have FREE PARKING PERMITS TO USE THEM in yet staff choose to park outside my flat where we have no driveways/garages on our side of the road, and which you are now proposing single yellow lines to deter residents from parking outside of their own homes whilst NHS staff will continue to park outside our homes? My son is disabled. If I can't park on the road I live on now how do you expect the situation to be any better then. Please also ensure council vans and police cars get tickets for parking on double yellow lines on corners of roads and on pavements if you believe the public should get one too. Also, please could you tell me why self-employed working parents (like myself) now cannot park outside of our customers homes in North Bristol to work because there are single yellow lines or RPZ's. I'm a courier and therefore, am losing money to pay rent, council tax, bills, food and clothing for our children because I have to work 15 hours less each week to fit in with the time restraints on parking in my area.

QUESTION PQ 21

Subject: Residents parking - revenue

Question submitted by: Derek Jay

Why have you broken your promise - of using revenue from this scheme to improve public transport - and instead putting it into general council coffers?

QUESTION PQ 22

Subject: Potholes – Branscombe Road, Stoke Bishop

Question submitted by: Les Whitmore

Potholes have appeared yet again in the street and are probably old ones that were so say done last year, they have been done at least 2 or 3 times over the last 3/5years, my question is:

Once these potholes are so say fixed who checks the workmanship? They always look a bit throw it in, tamp it down, move on to the next one as quick as possible.

QUESTION PQ 23

Subject: Waste collection

Question submitted by: Les Whitmore

Rubbish collection is a joke, you send out cards telling us what they will take and how to pack it. I have had to run after them to get them to take a pair of shoes and a small electrical item (both were in plastic bags as requested) Another time I tried for three weeks, leaving a small electrical item outside. I eventually rang the council, there response was, I will pass this to the supervisor, maybe some retraining is needed. They also sent out a council employee in a van on a special journey to pick up the item. The rubbish collection operatives quite often drop stuff on the street and will not bother to pick it up. My impression is that they are in too much of a hurry to finish and get home. You Mr Mayor seem to be fixated on RPZ, 20 mph and making sure nobody can park to go shopping.

My question is when are you going to sort out the rubbish collection so that we the ratepayers get good value for money?



QUESTION PQ 24

Subject: 20 mph speed limits / zones

Question submitted by: Ken Edwards

1. What was the business case for introducing the 20mph speed limit throughout the whole city?
2. How is the introduction of said speed limit being monitored to see if it has achieved its objectives and when will these results be made public?

QUESTION PQ 25

Subject: 20 mph speed limits / zones

Question submitted by: Jonalan Vaughan

My background is been in highway signage for the last 8 years and I would like to understand whether any of the 20 mile an hour zone introduced in Bristol have been tested, if case studies have been done after the installation whatever and what proof do you have that the schemes have actually helped reduce the speed in those areas?

I've been able to setup a battery powered radar unit, and monitor the speeds within our own Road, Bloomfield Road, & I can see the 20 min has no effective whatsoever and the average speed of the vehicles throughout a 4 day 24 hour period has actually been 35 miles an hr. I would be happy to discuss how I've monitored this.

QUESTION PQ 26

Subject: Traffic on Feeder Road

Question submitted by: Jonalan Vaughan

Please can you provide an explanation to the disruption to traffic flow and allowance on the feeder road, at the junction of the new proposed Arena complex, which I understand has not been granted planning permission, even though we have endured all the traffic disruption for over a year now?

QUESTION PQ 27

Subject: 20 mph zones / limits

Question submitted by: Anthony Whitehead

I would like to ask why the Council is considering extending the 20 mph zones? when:

- There is no evidence that they have improved anything – accidents/pollution or whatever;
- They are not generally observed – even by buses;
- Where they are observed they cause unnecessary delay and frustration;
- When the cost of painting roads and putting up signs is substantial;
- And when said road markings and signs add to the clutter and ugliness of our streetscape.



QUESTION PQ 28

Subject: 20 mph speed limits / zones

Question submitted by: Edward Clarke

Will the Mayor consider withdrawing/amending the current 20mph limit & the intended extension of the 20mph throughout Bristol until a full investigation of the impact of the existing 20mph & the anticipated effects of the further extended has been assessed?

Reasons - the toxic effect (carbon monoxide) has increased since the current imposition of the 20mph, this is reflected in the increase of respiratory incidents (especially the old & young) recorded in Bristol hospitals. The possible reason of the increase of toxic emissions is due to the fact that vehicles do not have a in between gear for 20 mph and motor trials have proved that to be the case, if the imposed limit was 15mph or 25 mph this problem would not exist, but to persist & even increase the 20mph knowing that the possible consequences of existing let alone increasing the problem of toxic emissions would be contrary to what the 20mph was intended to achieve.

There is a further problem concerning accidents - there appears that there has been an increase in road accidents where the 20mph has been introduced, further as the Mayor will recall he was fined for speeding, not alone so has a number of bus drivers, speaking to some of the drivers they say they are unprotected as their time tables must be adhered to, which means the only way they can achieve this is by breaking the speed limit, at the moment there is little or no enforcement. However if the buses were to adhere to the 20mph then of course the journeys might take a 1/3 of the journey time longer, bringing even more pollution as there are longer time periods.

QUESTION PQ 29

Subject: Southville RPZ

Question submitted by: Christopher Smith

1. I would like to ask why there has been no single yellow line provision in the Southville RPZ? Had the council's intention been to genuinely improve the lot of residents, then it would have been provided.

2. Do the Council genuinely believe that the same number of residents competing for fewer parking places is in the interest of the community, or is it a pretext for raising revenue?

QUESTION PQ 30

Subject: Bus stops

Question submitted by: Keith Smith

Why are many bus stops deliberately built restricting the road width, thereby greatly increasing the size of the bus stop? The argument that it is done as an aid to the disabled is a non-starter as it is not done on all bus stops. The only achievement of this road narrowing is the hazard it creates by forcing traffic on to the wrong side of the road, the other added bonus to our Mayor is the tailback it causes to traffic, including cyclists, particularly during rush hours. If the Mayor has the time I will drive him around and show him the hazards created by the stupid designs.



QUESTION PQ 31

Subject: 20 mph zones

Question submitted by: Graham Hodson

Why have we got 20 mph zones? If it's not safe, most drivers reduce speed anyway and those that don't will speed, regardless of stupid and expensive signs. Are there any statistics about speed related accidents before and after the zones? Also, by forcing drivers to reduce speed and drive in a lower gear there are greater greenhouse emissions for longer. No green credentials for Bristol whatever!

QUESTION PQ 32

Subject: RPZs in area around the Arena

Question submitted by: Graham Hodson

Why hasn't the question of what will happen regarding RPZs in the area around the proposed Arena been fully thought out and stated? If anyone is moronic enough to think it won't have a massive impact on residents and traffic in the area, they are either incredibly stupid, or just don't care the people of Bristol!

QUESTION PQ 33

Subject: Scotland Lane, Stockwood

Question submitted by: Steve Jones

Bristol City Council regularly close Scotland Lane. This is an important road link from Stockwood, and has been closed for many weeks this winter, thereby preventing access to the Park & Ride facility on Bath Road from the Stockwood and Whitchurch direction. This means that many cars are being driven into the city that would normally prefer to utilise the Park & Ride facility, adding to the congestion in the city, as it's a 30 minutes detour to get to the Park & Ride from Stockwood/Whitchurch whenever Scotland Lane is closed, making its use impractical. Can you please advise whether there are any plans in place to resolve this problem and explain why the Council do not keep records of the numbers of days that this road is closed?

QUESTION PQ 34

Subject: Bristol roads / bus stops / traffic

Question submitted by: Elaine Hann

I just cannot believe how stupid the road system is in Bristol at the moment, why are bus stops put opposing each other? So that no other traffic can pass causing huge congestion to traffic behind, and why are huge obtrusions being put out into the roads to also cause traffic chaos?

I have lived in Bristol all of my 60 years and the last few years the roads have almost come to a standstill !! I have had the unfortunate driving experience of being on the large Whitchurch roundabout at 1.30 in the morning with no other traffic on the road but I have been stopped by a red light for 3 minutes !!! WHY - Sick to death of it and I am self employed and have to drive a van for work (no alternative as my tools are too heavy for a push bike) all the humps,



obstructions and stop and starts must be great for our health and environment!!! Bristol will surely come to a stop.

QUESTION PQ 35

Subject: Public transport /parking – Ashton Gate area

Question submitted by: Dave Shepherd

What are the plans for improving public transport or local parking on match days around Ashton Gate? The capacity crowd is still nowhere near what it will be and it is impossible to park within 15 minutes walk of my home in Luckwell Road at these times. There was never this issue before. Parking was more difficult but never this bad. RPZ has reduced on street parking capacity in the area quite considerably. Introducing more will reduce more spaces and currently there are no parking restrictions during match times. Are you going to improve this?

QUESTION PQ 36

Subject: 20 mph speed limits / zones

Question submitted by: Richard Bond

Why is it necessary to have such an extensive 20 mph speed limit across the city. I understand the necessity of this outside schools, but why elsewhere. Also, why are we different from other local authorities who have flashing warning signs which remind and prompt the driver during school times. This seems to be far more palatable to drivers removing frustration and encouraging them to drive within the limits. Why, once again, is the motorist a soft target, when cyclists who ride without lights, on pavements and ignore traffic signals are given priority without penalty?

QUESTION PQ 37

Subject: Pavements – Embassy Walk, Whitehall

Question submitted by: Richard Bond

Pavements in Embassy Walk, have been patched up only to be damaged yet again as recycling vehicles drive over them - what can be done to resolve this?

QUESTION PQ 38

Subject: 20 mph speed limits / zones

Question submitted by: David Bathe-Taylor

Keeping 20mph in school areas and shopping streets is a good plan. Why have 20 mph on small cul-de-sacs and waste money in other areas off the main streets?

As it is not possible to do more than 10mph with the parking in most areas. Driving at 30mph in some areas then having to brake to 20mph without any warning signs run the risk of the car behind not slowing down! This has proved dangerous when we are! and they do not! or never do! Planning signs in areas is an art and must be inspected, also tested prior to putting them in force, not just sticking them when and where the work men think they will!



QUESTION PQ 39

Subject: 20 mph speed limits / zones

Question submitted by: Kathy Eagle

Re: petition debate on the agenda for the next full council meeting. The petitioner has provided no supporting independent evidence that the current speed limit has had any impact other than the petitioners own observations and opinions.

Can you provide any research or evidence that the 20 mile speed limit has had any impact on

a) road safety and accident rates?

b) air quality in the city?

QUESTION PQ 40

Subject: 20 mph speed limits / zones

Question submitted by: Mark Green

Please can you provide me with copies of any statistical evidence taken into consideration by the council in its policy making regarding the reduction in accidents which is found when the speed limit in a residential area is reduced from 30mph to 20 mph?

QUESTION PQ 41

Subject: Fly-tipping in St George West ward

Question submitted by: Ian Townsend

There appears to be an epidemic of fly-tipping in Bristol, including in St George West ward. At the moment, I seem to be reporting incidents on an almost weekly basis, and generally these issues have been cleared rapidly. I understand there was suggestion that fly-tipping statistics were to be provided to Neighbourhood Partnerships and other stakeholders.

What is the Council's assessment of trends in fly-tipping in the ward, and could data for all reports, clearance and enforcement actions for this and all other wards be published and on the BCC website and updated on a monthly basis to aid visibility and comparability across the city of what seems to be a growing issue?

QUESTION PQ 42

Subject: Access to banking services in east Bristol

Question submitted by: Ian Townsend

Local residents, community groups and elected representatives have raised concerns about the impact on the area of the closures announced by Lloyds Bank in the city, including the Church Rd, St George and Stapleton Road branches. In the case of the St George branch, closure would leave a banking services gap between Cabot Circus and Kingswood or Hanham. There will be no business banking service in a large part of East Bristol, and personal banking customers risk being forced to rely on a post office that already faces high demand levels or a journey to remaining branches.

What assessment has the Mayor and/or Council made of the impact of the closures on these communities in general, and on vulnerable and disadvantaged groups in particular, and what is their assessment of the steps Lloyds is taking to mitigate the negative impacts on these communities?



QUESTION PQ 43

Subject: Residents parking – blue badge holders

Question submitted by: Daph Muir

Given that across all the parties, councillors have agreed that Blue Badge holders should be allowed free access to all residential parking bays; Given that in consultations many citizens of Bristol have expressed concerns that disabled Blue Badge holders are not allowed to freely park in residents' bays, is it not time that the Mayor did the decent and democratic thing and speedily change the current parking rules to allow Blue badge holders free access in all Bristol's resident parking schemes? Could you please give me your reasons for continuing to adhere simply to the statutory guidelines and not bringing Bristol forward in line with best practice. "Best practice" is what you promised Bristol when you first came to office, why will you not apply it to this issue?"

QUESTION PQ 44

Subject: Re: motion u. – RPZ reform

Question submitted by: Robert Duxbury

On 11th February 2016, the Bristol Post published an article headlined "George Ferguson's election pledge: "No new RPZs in Bristol areas where most people don't want them"

<http://www.bristolpost.co.uk/George-s-election-pledge-new-RPZs-areas-people/story-28709391-detail/story.html#OXGJLt4EDUKizICE.01>

The report continues, ""In my second term, we will only roll out RPZs in areas that have an appetite for them - that is why I am seeking the views of relevant councillors and neighbourhood partnerships. If there is a clear majority of a community in opposition, I would not introduce RPZ in that area, but I shall continue with a long-term perspective that creates a healthier city for all.""

If the above represents an accurate report of the current mayor's pledge regarding RPS, I am concerned that just "seeking the views of relevant councillors and neighbourhood partnerships" will not be sufficient to determine a clear majority. Such determination would require a full consultation process with all and businesses and residents to arrive at a yes/no decision.

Please can the current mayor:

1. Describe the specific mechanism, including provision for its transparent publication, which would be employed for obtaining accurate data fairly representing the 'clear majority view' of **all** residents and businesses in a specific proposed RPS zone?
2. Clarify whether any ongoing RPS roll-out might include possible variations to reduce the inflexibility of the current scheme such as (for example) the blanket minimum of 9-5 enforcement hours, limits on visitor permit allowance, dramatic loss of parking spaces due to unnecessary use of double yellow lines (particularly when single lines would do)?



QUESTION PQ 45

Subject: MetroBus phase 1

Question submitted by: Michael Owen

With respect to the Metrobus phase one scheme, how many buses are contracted to operate during peak and off peak periods, and how many passengers can each bus carry?

QUESTION PQ 46

Subject: RPZ scheme surplus

Question submitted by: Michael Owen

What is the surplus for all the RPZ schemes including Kingsdown, Cotham North, Redland, Clifton, Clifton Village et al as of March 9th 2016?

QUESTION PQ 47

Subject: 20 mph speed limits / zones

Question submitted by: Barry Cash

In November 2013, the Elected Mayor stated that the introduction of 20 mph limits would lead to "a seven-fold improvement in terms of the reduction of death and serious injury to children". What evidence of achieving this is there?

QUESTION PQ 48

Subject: Residents parking

Question submitted by: Barry Cash

What evidence is there that the introduction of residents parking zones has helped so much as one single citizen to get to work, get the kids to school, get a sick relative to hospital or helped the running of a single Bristol based business?

QUESTION PQ 49

Subject: 20 mph speed limits / zones

Question submitted by: Dr Sergey Kasparov

1. Except theoretical arguments, do the supporters of the idea to keep and extend 20 mph have any factual, numerical and statistically significant evidence that the introduction of 20 mph has decreased the number of accidents in all areas where it was introduced (NOT PATCHY, selected examples because this is guaranteed to be flawed, but across all areas).
2. Do the proponents of 20 mph realise that driving in second gear and for 30% longer automatically means an increase in pollution by about 20%? How does it tie up with the noise about "Bristol the green city"?



QUESTION PQ 50

Subject: Residents parking

Question submitted by: Mrs J Cooper

There are now over 4000 signatures on the petition to stop and roll back the RPZ, will you now listen to the citizens of Bristol and remove this scheme?

It has done nothing to ease congestion but is killing local businesses.

QUESTION PQ 51

Subject: Crow Lane, Westbury-on-Trym traffic

Question submitted by: Mrs J Cooper

Is there any truth in the rumour that there are plans to create a bus lane on the dual carriageway from Cribbs Causeway and to stop traffic turning right into Crow Lane from that direction?

This will create even longer tailbacks and force more traffic into Westbury-on-Trym.

QUESTION PQ 52

Subject: 20 mph speed limits / zones

Question submitted by: Brian Burdock

1. How much extra pollution from road vehicles is being added to the atmosphere as a result of the implementation of the 20 mph limit?

2. On some roads e.g. Gloucester Road and Pembroke Road, after about 19.00 hrs, these roads are very light on traffic so 30 mph travel should be allowed. This would reduce pollution and frustration. Does Mr Ferguson agree?

QUESTION PQ 53

Subject: Zebra crossing, Pembroke Road

Question submitted by: Christian Martin

Nearly three years ago through the Neighbourhood Partnership (CCCE) under the devolved highways scheme myself and my then ward colleague lobbied and secured agreement and funding for a long overdue zebra crossing on Pembroke Road, a zebra crossing that residents had been calling for over many years - in particular from older members of the community who have been seeking a safer crossing to the Doctors Surgery near Guthrie Road.

Not long after these funds were secured it was brought to the NP that major roadworks were going to be undertaken for various bus stops and curbs along Pembroke Road near where the new zebra crossing was to be sited. The suggestion was made that to save money these works were undertaken simultaneously. Officers agreed to look at that. Unfortunately this potential saving and realisation of a zebra crossing did not occur. Thereafter at each NP the issue of the zebra crossing was raised with calls for a clear timetable. Several obstacles were highlighted as issues that might be behind the delays but we eradicated each one of these through discussion and work with officers.

RPZ installation then became a priority and highways projects outside of RPZ installation became delayed.



At one of my final NP meetings in early 2015 (two years after the funds were secured and ring fenced) officers categorically informed us that the zebra crossing would be installed by July 2015. I consider this to be unfinished business from my time as a councillor and cannot let this rest until installation is completed.

It is now March 2016 and no zebra crossing has been installed. Why?

QUESTION PQ 54

Subject: Bristol 2015 Ltd

Question submitted by: Christian Martin

From previous FOI requests it was made clear by DECC that the £7m grant was remitted to Bristol City Council and NOT Bristol 2015 Ltd. It is clear that invoices were then raised by Bristol 2015 Ltd to Bristol City Council which were then paid out of the £7m grant. A further requested FOI for copies of these invoices only yielded headline figures that were invoiced with NO details for what the sums being remitted were for.

https://www.whatdotheyknow.com/request/invoices_from_bristol_2015_ltd_t#incoming-777626

The mayor likes to assert that audits have been done to satisfy DECC but these audits do not provide the detail. Indeed any good accountant will tell you that a “statutory audit is simply a report on whether the accounts give a ‘true and fair’ view of the company’s affairs. So, as long as the company’s assets and liabilities and profit for the year are stated correctly in the accounts, the auditor will give a ‘clean’ audit report”.

In responses to further FOI requests for a detailed breakdown of the expenditure for the £7m interested parties were directed to the monthly DECC reports. In the July 2015 report there is included a financial procedures/purchasing policy document for raising invoices for expenditure with details of who can sign off on these amounts within Bristol 2015 Ltd. It is made clear in the document that any expenditure over £50 (fifty) would require the raising of a purchase order (to be signed off by relevant Bristol 2015 Ltd director) which would be passed to the finance department. In Nicola Yates’ original response to Stephen Williams she made it clear that the level of detail he was requesting on the expenditure of the £8m was not held. The purchasing policy of Bristol 2015 Ltd therefore would appear to contradict that assertion and accordingly it is my contention and belief that any invoice from Bristol 2015 Ltd to Bristol City Council would and should have had attached to it the detailed purchase orders that cumulatively were being requested by invoice. The mayor has stated time and time again that he has ‘nothing to hide’. It is clear the detailed expenditure exists via purchase order and subsequent invoicing to the council. Why is the Mayor, Nicola Yates and the council refusing to publish these detailed accounts and what is he trying to hide?

QUESTION PQ 55

Subject: Southville RPZ

Question submitted by: Clive Cox

We are both retired pensioners living in the Southville RPZ. We do not own a car and quite happily spend most of our time in our house.

We have 4 children and 10 grandchildren. Many of them have cars and do not live in the Southville area.

We have noticed a drop-off in daytime visits from both family and friends as they know we have a limited supply of permits.



1. Is it possible to review the free RPZ permit allocation such that if a residential dwelling does not have a registered car, then they are entitled to a free permit for each day the scheme is in operation?

2. One of our family is entitled to blue badge parking but this appears to not apply where only RPZ permits are required. Why are blue badges not allowed in permit only areas when parking on the nearest double-yellow lines is?

QUESTION PQ 56

Subject: Tower blocks /Bedminster Green development

Question submitted by: Howard Purse

1. Tower blocks are out of character with the traditional streets of south Bristol and are less satisfactory than other housing forms for most people. Given that apartment blocks of between five and eight storeys, including family apartments and duplexes, create successful homes and can provide high densities would the council be willing to stipulate that high rise tower blocks should not be planned for the proposed Bedminster Green development?

2. Would the council be willing to fund Create Streets to look at Low rise high density alternatives to high rise tower blocks?

QUESTION PQ 57

Subject: Disposal of land in Bedminster to Urbis

Question submitted by: Jan Castle

1. Why is the council owned land in Bedminster being sold to the developer Urbis and not being put on the open market?

2. Will the sale of Council land to Urbis have any requirements for affordable or social housing?

QUESTION PQ 58

Subject: Gas power stations / renewable energy sources

Question submitted by: Nick Townsend

1. What is the Mayor's view on having gas power stations in the middle of the city, in a residential area, given that there are close to 200 air pollution related deaths in the city last year?

2. Will the council encourage renewable energy sources in the city instead of unsustainable fossil fuels?



QUESTION PQ 59

Subject: Housing density

Question submitted by: Carlton Bodkin

1. What is the council's policy on housing density, quality, and daylight?
2. Is there a target density for new developments in Bedminster?

QUESTION PQ 60

Subject: Council land in east Bedminster

Question submitted by: Sarah Watkins

Can the Mayor and council ensure that council land in east Bedminster will not be sold to developers without the approval of the local community?

QUESTION PQ 61

Subject: Health services in east Bedminster

Question submitted by: Sarah Watkins

Given that Bedminster East is in the most deprived 2% for health and disability in England, and the local GPs have closed their lists, what is the council going to do about improving health services in the area, particularly in light of new housing developments?

QUESTION PQ 62

Subject: 20 mph speed limits / zones

Question submitted by: Jane Plummer

20 mph is too slow on a lot of roads and no-one is taking any notice of it, I agree that outside schools, hospitals, in narrow residential streets, local shopping areas with narrow roads that the limit should be 20 but in many other areas it is simply not a viable speed limit. Please do not consider keeping and extending it, in addition the number of signs everywhere on our streets have become an eyesore and the cost must be huge. Please can you reply to these concerns?

QUESTION PQ 63

Subject: Clifton and Redland RPZ

Question submitted by: Jane Plummer

The effect of RPZ in Clifton and Redland and the new parking restrictions on the Downs has meant that commuters are moving further out towards Westbury park, Stoke Bishop and Westbury-on-trym. This causes parking problems in these areas for locals and if you then introduce RPZ in these areas it will push them back even further. Unless you have park and



ride in Filton for the 4000 new homes and introduce the Henbury rail link the roads will not be able to cope with the volume of traffic. Extending RPZ is not the answer, it also badly effects small businesses.

Please can you reply to these concerns? I live on Falcondale Road and am very concerned about the volume of traffic with Filton development and possible expansion of the Mall at Cribbs Causeway.

QUESTION PQ 64

Subject: Demand for swimming facilities, east Bristol

Question submitted by: Lisa Murfin

1. In previous response to East Bristol residents questions, it has been stated that a new Speedwell pool would not 'specifically reduce health inequalities' because of there being other pools.

What consideration has been made of the impact on wider inequalities of replacing the Speedwell pool which has been closed for 10 years, such as improving access to services for children and young adults, reducing levels of anti-social behaviour and crime in the area?

2. How does the latest council assessment account for the possible increased demand for swimming from a growing population, new housing developments and schools (like the proposed Chesterfield Primary re-build or the expanded Whitehall Primary) in East Bristol, and is the Council aware of any issues with local schoolchildren's current and future access to swimming lessons?

QUESTION PQ 65

Subject: Land at Park Street, Totterdown

Question submitted by: Jon Wellington

Is the Mayor aware of the Council's proposal to sell the plot of land at the bottom of Park Street, Totterdown - the site has in the past been a playground which fell into disrepair and not been maintained by the Council for many years. It has however consistently been used as a community area for play, gathering and events. Residents have been maintaining the area at a basic level and in the past year organised and taken it upon themselves to develop plans to make it an even more viable and functioning community space in an area which has very few safe places for public use. Will the Mayor clarify the current position on the possibility of the sale of this land, and undertake to listen to residents who have expressed strong opposition to the sale of the land and review the proposal to sell it in light of the need to maintain public space in neighbourhoods where people can meet, children can play and communities can organise events?

QUESTION PQ 66

Subject: Affordable housing in new residential developments

Question submitted by: Jon Wellington

Could the Mayor/Council clarify the terms of its commitment to the provision of at least 30% of affordable housing in new residential developments, and outline how it will ensure that this quota is enforced for significant developments in South Bristol?



QUESTION PQ 67

Subject: Provision of a swimming pool in east Bristol

Question submitted by: Dr Thom Oliver

1. At the last full council 19th Jan 2016 the Mayor gave a response to Ian Townsend regarding a swimming pool in East Bristol, the Mayor said he was happy to share the report on which his response was based. Since this response I have personally seen this report, which seems to be an incomplete document, marked 'draft' with no author or date and some sections left blank. When is this report scheduled to be completed and which Council body will discuss or debate it (e.g. Cabinet, scrutiny commissions or Full Council?) so that councillors of all parties and local residents can properly study and scrutinise its contents?

2. The Mayor's response to Q10(2) at Full Council on 19 Jan 2016 and the officials' report provided seems to focus heavily on Sport England demand modelling for decision-making. Sport England's own guidance checklist includes "Don't use any tools /datasets in isolation" and "Always use results in combination with other data, in particular locally generated data." What discussions have officials had with Sport England on this modelling and funding opportunities, and what other evidence will the Mayor use when making a final decision on proceeding with the pool, as councillors across parties have demonstrated support for through the budget amendment last month?

QUESTION PQ 68

Subject: Residents parking, Totterdown and Windmill Hill

Question submitted by: Edward Bowditch

It appears from the 2nd March 2016 Development Control Committee meeting that Totterdown and Windmill Hill would have an RPZ imposed as part of the Arena development. Does the pledge that there will be no new Resident Parking Zones (RPZs) in areas where most people do not want them apply to these areas or not?

QUESTION PQ 69

Subject: Single yellow lines

Question submitted by: Edward Bowditch

Single yellow lines are a valuable traffic management tool that enables provision at evenings and weekends, with special relevance to events such as sports matches and night time economy, along with reducing circulating residential traffic searching for parking. Therefore please can a list be provided of all locations in the RPZ zones (that is all controlled parking schemes except the CPZ) where single yellow line provision has been included? Furthermore I hereby offer to purchase train tickets for the Mayor and Service Director – Transport to a UK city of their choosing to see single yellow lines in operation, or perhaps they can just walk around the Bristol CPZ and see them being used there.



QUESTION PQ 70

Subject: Southville RPZ

Question submitted by: Clare Whiteside-Knott

I would like to ask why is the Southville RPZ operating during hours when parking was NOT an issue and IS NOT operating when, as a resident I feel, it is at times when Bristol City are playing at home, as no additional parking has been made, along with the expansion of the ground?

If I may, I would like to add I DO NOT agree with extending the 20 mph in Bristol.

QUESTION PQ 71

Subject: Use of empty buildings for homeless people

Question submitted by: Clare Whiteside-Knott

When are the empty buildings going to be sorted for the homeless as it is obvious that this is an increasing problem and what further support is going to be offered to keep these people off the streets?



