

# Summons to attend meeting of Full Council



**Date:** Tuesday, 8 November 2022

**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

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**Date:** Friday, 28 October 2022



# Agenda

## 6. Public Petitions, Statements and Questions

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).** (Pages 3 - 57)

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 4 November 2022** 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 2 November 2022** at latest. A maximum of 2 questions per member of the public is permitted. Questions should be addressed to the Mayor or relevant Cabinet Member.

Public forum items should be e-mailed to [democratic.services@bristol.gov.uk](mailto:democratic.services@bristol.gov.uk)

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Signed



Proper Officer  
Friday, 28 October 2022



# Public Forum

Date: Tuesday, 8 November 2022



## Agenda

### 1. Petitions and Statements Received

(Pages 3 - 26)

Ref No	Name	Title
PS01	Haydn Gill	A Comprehensive Cycling Network
PS02	Deborah Hurst	GOLDEN MOTION
PS03	Sarah Harris	A4018 Proposals
PS04	Jackie Griffiths	A4018 Proposals
PS05	Cecilia Farren	Cycle Safety
PS06	Hilary Rydon	Golden Motion
PS07	Clive Stevens	Golden Motion
PS08	Trevor Brown	Cycling in Bristol
PS09	Paul Hilton	Cycling in Bristol
PS10	Rory Peliza	Make Bristol a place where anyone feels safe to cycle
PS11	Liv Fortune	Tribute to Julie Boston
PS12	Alison Wren	Silver Motion
PS13	Clare Freshwater-Turner	Slow Progress – Safe Crossing for Cranbrook Road
PS14	Caroline Wilson	Golden Motion
PS15	Christine Fraser	Silver Motion
PS16	Cristina Cooney	Make Bristol a place where anyone feels safe to cycle
PS17	Colin Smith	The Future of the Lord Mayor’s Chapel
PS18	Mary Stevens	Make Bristol a place where anyone feels safe to cycle
PS19	Ashley Bligh	Newbridge Road
PS20	Emma Davidson	Newbridge Road
PS21	Karen Norman	Newbridge Road
PS22	Tom Merchant	Housing Officers in Estates Management are Still Stressed and Will Continue to Strike
PS23	Lindsay Wall	Unite the Union
PS24	Pete Yeates	Newbridge Road

## 2. Public Questions Received

Ref No	Name	Title
PQ01	Jonny Adcock	Whitehall Road and Easton Road junction
PQ02	Withdrawn	Withdrawn
PQ03	Neil Roper	Social Care
PQ04	James Crawford	Cycling Infrastructure
PQ05	Jay Jethwa	Idling Vehicles
PQ06	Vassili Papastavrou	Cycling Infrastructure
PQ07	David Angel	Cycling Infrastructure
PQ08	Ali Cameron	Cycling Infrastructure
PQ09	Cecilia Farren	Cycling Infrastructure
PQ10 & PQ11	Suzanne Audrey	FOI Requests and Climate Emergency
PQ12	Nicholas Davies	Cycle City
PQ13	Martin Fraser	Cycling Infrastructure
PQ14	Richard Jones	Cycling Infrastructure
PQ15	Rachel Horsington	Cycling Equalities
PQ16	Philip Bird	Nelson Street
PQ17	Johan Wadsten	Cycle Safety
PQ18	Dan Ackroyd	Mass Transit Plans
PQ19	Samuel Clayton	Cycling Security
PQ20	Cristina Cooney	Walking and Cycling Commissioner
PQ21	Karen Parker	Cycle Safety
PQ22	Tom Bosanquet	Cycling Infrastructure
PQ23	Claire Gronow	Citizen Assembly
PQ24	Dan Ackroyd	Brabazon Hangar
PQ25	Mary Rivers	Safe Cycling
PQ26	David Redgewell	Rail and Buses

(Pages 27 - 55)

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## **STATEMENT PS 01**

**Submitted by: Haydn Gill**

### **Title: A comprehensive Cycling Network**

Bristol faces multiple challenges: the cost of living, public health and of course climate change. There may not be a silver bullet, but there is a silver bike bell.

Of the most deprived households in Bristol, nearly half don't have access to a car. Key services need to be accessible to everyone without relying on a car, or be at the mercy of First bus. A comprehensive cycling network will help with the cost of living.

Physical inactivity contributes to 1 in 6 deaths in Bristol, air pollution causes another 300 deaths. A comprehensive cycling network will improve public health.

Business depend on cycling: Takeaway delivery, e scooters, parcel delivery and even plumbers. People who can safely walk and cycle to their local high street spend more money there. A comprehensive cycling network will support local businesses.

Bristol was once a cycling city, other UK cities are catching up and pedalling past us: Brighton, Cardiff, Oxford, Leeds, Leicester, Cambridge, Nottingham, Coventry, Liverpool, Birmingham, Manchester, Newcastle, Glasgow to name but a few.

Your state of the city address summed it up well, I've changed the first two words:

"Cycle networks are fast, efficient, low carbon transport systems. They are essential for a modern, crowded city. Bristolians have waited long enough."

## **STATEMENT PS 02**

**Submitted by Deborah Hurst**

**Title: GOLDEN MOTION**

At last some clear thinking on an issue that is so important locally and globally as we currently are not meeting targets set in Paris accord, far from it re warming i.e. more sustainable affordable housing being built on BROWNFIELD SITES THAT LITTER CITIES GLOBALLY INCLUDING OURS . WHILST THESE EXIST THERE CAN BE NO INTELLIGENT REASON AT ALL TO BUILD ON GREEN SITES BECAUSE IT MEANS MORE PROFIT FOR CONTRACTORS AND THEIR SPONSORS !! KNOW WHAT I MEAN ?

I FULLY SUPPORT THE GOLDEN MOTION with hope in my heart that this Governments ludicrous and cynical target for our city is wholeheartedly rejected  
I enclose some below some info in hope they may help your argument  
Evolution 5 ( leaders in construction management & consulting)

The UK Sustainable Development Strategy - which promotes an environmentally sound approach to development and sustainable economic growth - advocates using brownfield sites.

With a scarcity of available development land and over 400,000 hectares of contaminated land, some of which dates back to being the first industrialised country globally, the UK has become a world leader in the regeneration and management of industrial land.

Whilst there is an argument that brownfield sites can themselves create new areas of biodiversity in urban areas, their development over greenfield sites undoubtedly protects and preserves the UK's limited untouched green areas and preserves rural spaces and sustainability.

BRITISH MUSEUM ARTICLE (GOOGLE)

UK " LEAD THE WORLD" In DESTROYING THE ENVIRONMENT

NEW ECONOMICS FOUNDATION ARTICLE

EXPOSED : THE UK HAS LED THE WORLD IN DESTROYING THE NATURAL ENVIRONMENT

2020 Daily Mail ARTICLE Sir David Attenborough

By regarding the Earth as our planet, run by humankind for humankind, we have already wrought untold damage

A brilliant article

I wish you one and all the very best of luck on 8th FIGHT HARD AND TRUE BUT ALWAYS WITH INTEGRITY

## **STATEMENT PS 03**

**Submitted by Sarah Harris**

**Title: PROPOSAL FOR BUS LANES ON THE A4018**

Inbound and outbound bus lanes, operative all day, from Crow Lane to Charlton Road. I wish to object in the strongest terms to the proposal above for the following reasons: The route in question is only used by one bus, the number One, which is not a 24hr service. What possible justification is there for forcing all traffic into one lane where two lanes currently allow all traffic to keep moving?

All for the benefit of a bus lane created for one daytime bus service.

North bound out of Bristol: If the dual carriageway from the top of Brentry Hill to Crow Lane is cut to one lane, traffic will back up all along Falcondale Road. The effect of this will be to totally jam up the junctions with traffic lights at Henbury Hill/Falcondale Road and Canford Lane/Falcondale Road (two sets of lights) and Stoke Lane/Falcondale Road as well as the T-junction of Greystoke Avenue/Falcondale Road and the roundabout at Crow Lane. All these junctions work perfectly well as things are.

The detrimental effect on the economies of Westbury on Trym, Greystoke Avenue and Stoke Lane would be catastrophic. It would also cause significant access problems and additional hazards for Westbury on Trym primary school and Bristol Free School.

All for the benefit of a bus lane created for one day time bus service.

Southbound into Bristol: By forcing traffic into one lane at Crow Lane will have a significant and similar effect. Traffic will tail back to Cribbs Causeway and be detrimental to trade at the major retail outlets on Cribbs Causeway and those on Crow Lane.

The businesses at The Mall at Cribbs Causeway are very major employers for the Bristol area. How would it be helping businesses or individuals if getting to and from The Mall is a matter of sitting in gridlocked traffic day after day? Shoppers will similarly be discouraged.

All of the above will be exacerbated by the volume of additional traffic in to and out of Bristol resulting from the huge housing developments currently underway along Passage Road.

The building of a proper cycle/scooter track along the route in question would be a vastly more efficient and suitable proposal rather than creating mayhem with an existing system that works.

All for the benefit of a bus lane created for one bus.

I urge The Mayor and Council to reconsider.

**STATEMENT PS 04**

**Submitted by Jackie Griffiths**

**Title: A4018 Improvements**

I would like to submit my view on the proposed bus lane on the A4018 Passage Road between Crow Lane and Charlton Road.

I have lived in Brentry for 8 years and regularly walk, drive and take the bus along this section of the highway. I have NEVER seen the number 1 bus, the only bus to use this road, become stuck at this section of the road.

There seems no point in creating road havoc where there currently is none, you might consider using the monies ring-fenced for this to pay for roadworks which will benefit the community rather than upset the local residents.

Thank you for considering my rejection to this part of the planned roadworks in Brentry/Henbury.

## **STATEMENT PS 05**

**Submitted by Cecilia Farren**

**Title: Cycle Safety**

My Dad cycled until the day he died aged 88. Yet these days I am considered intrepid, fearless and crazy by other older people for cycling at the age of 73. It is very scary and should not be! The 20 MPH limits are not enforced and never have been, parking on double yellow lines and pavements is a constant obstacle and there are few segregated, safe cycle lanes. Even the cycle lane I used on Cheltenham Road has been removed and this has increased the endless row of illegally parked cars.

Bristol Council talks of promoting Active Travel and yet spends very little budget on it. It talks of reducing pollution yet making cycling safer would do the job far more cheaply and efficiently. Many cities have bitten the bullet in promoting safer cycling. I have daughters in London and Manchester and both cities are doing a lot to promote safer cycling. My brother lives in Melbourne, Australia where you can cycle to many parts of the city and never encounter a car. The Bristol Loves Cycling event a few weeks ago was proof that many more Bristolians would be out on the roads if cycling were made safer. There were many hundreds of cyclists, young, old, families and disabled who were enjoying the safety of cycling around Bristol in numbers.

My personal journey into the city centre involves cycling down Cromwell Road then from the Arches (A38) I encounter my first obstacle - parents illegally parked when collecting daughters from Montpelier High School. Then to Cheltenham Road where from Tesco to the Ashley Road lights there are always cars illegally parked, sometimes up to 9 or 10 vehicles. This junction is dangerous as some cars are turning left and I want to go straight on but with 3 rows of vehicles (including the parked cars) it is very difficult and dangerous to negotiate. Twice recently I have witnessed ambulances going into town having difficulty getting past this junction because there are 3 rows of cars as well as traffic turning into Cheltenham Road from Ashley Road. I then cycle to Stokes Croft where here too there are often 3 – 4 illegally parked vehicles. Coming home is as bad if not worse as the cars outside the Stokes Croft Post Office, take-away and pub especially at night time, make it dangerous trying to get to the cycle box at the front. In answer to complaints, the Council suggests calling Parking Services, who do a heroic job, but it doesn't work! The illegally parked cars keep arriving. Both sides need a physically segregated bike lane to prevent parking and protect cyclists.

I love the freedom and purposeful exercise my bike offers me to get around Bristol and most drivers are courteous. However, the majority drive too fast and it is risky and dangerous manoeuvring the streets of Bristol on a bike. After all, it is people who own the roads and NOT cars. I went to a talk by cycling historian, Carlton Reid, the author of Roads Were Not Built for Cars. He explained that roads and their hard surfaces were made for cyclists not cars and bicycle technology led to the creation of the car. I would like Bristol Council to give respect and equality to us cyclists. We are currently made to feel like second class road users.

**STATEMENT PS 06**

**Submitted by Hilary Rydon**

**Title: Golden Motion**

I write to confirm I support the above motion by the Green Party to reduce housing targets in our Local Plan to a more achievable number.

## **STATEMENT PS 07**

**Submitted by Clive Stevens**

**Title: Golden Motion**

I am writing to support the Golden Motion about setting a realistic housing target for Bristol. In so doing I urge you to start Planning by defining the word NEED properly (as in housing need).

A need is a necessity, something essential or very important rather than just something desirable. A housing need should therefore reflect that.

Examples of housing that don't satisfy a need are

-building a house for tourists satisfies a desire (to make more money and offer temporary accommodation for holiday makers).

-building a second home.

In fact building such properties in a city with a shortage of land just increases the price of land, materials and labour, making it more difficult to satisfy the real housing need.

The housing need is therefore the provision of affordable homes for the 16,000+ families on the housing list. Building those homes needs finance: some can be done as Council houses. The rest via Goram and other good developers who will need to sell some market priced properties to finance the affordable homes. When I last saw a business plan it was about 1 for 1. You should therefore set the affordable housing ratio at 50% and no exceptions.

I stress: the only housing need in the next 15 years is 16,000 affordable homes, plus some for people entering the housing list each year, plus some market priced properties to finance the affordable homes.

Other property is not needed (it is wanted or desired) and allowing that to be built during this affordable housing crisis uses up much needed green space and land and enables a developer to outbid for land which is actually needed for affordable homes.

Developers who build housing for wants/desires can go elsewhere.

If you carry on doing the same thing you have done for the last 20 years you will get the same results. That is a longer waiting list, a bigger affordable housing crisis, homelessness and misery for many.

Or you can actually give permission (and build) what is needed. And save some green space and land for the people of Bristol.

**STATEMENT PS 08**

**Submitted by Trevor Brown**

**Title: Cycling in Bristol**

What are you doing to make safe segregated cycle lanes into the city centre from the suburbs? At present it looks like nothing!

## **STATEMENT PS 09**

**Submitted by Paul Hilton**

**Title: Cycling in Bristol**

I would like to make a number of comments as a cyclist of over 25 years in Bristol, and as a father of a teenage girl.

As an experienced cyclist there is no doubt that facilities for cyclist in the City have improved across the last 25 years, and have accelerated in the last ten, much to the benefit of cyclists as a whole. However, cycling with my daughter it is clear that the attitudes and behaviour of those driving motorised vehicles is a clear deterrent to cycling in the city, especially for novice cyclists, children, the elderly and those with adapted cycles. I note the following dangerous driving that discourages those new to cycling as well as putting those currently cycling at risk of injury and death:

1. Close passes - this is particularly common, and I experience a close pass at least once on every cycle ride I do in the city.
2. Verbal abuse - especially if cycling in the primary position and intimidation
3. Speeding
4. Mixing with HGVs (an acute problem going South on the Wells Road/A37)
5. Parking across cycle lanes/tracks
6. Poor awareness of cyclists in general - cutting across on lanes, pulling out in front of cyclists

The City Council, in order to make cycling and walking the default option for short journeys in the city need:

1. The installation segregated cycle routes on all main A roads and significant distributor roads in the city.
2. An increase in Low Traffic Neighbourhoods to enable safe cycling and walking between key cycling and walking links.
3. The removal of car parking along key link routes.
4. A city wide ban on pavement parking.
5. Parking for blue badge holders only in our Parks and Open Spaces.
6. School Streets for all primary schools with the aim to make the changes permanent.
7. Discounts on council tax for non-car owners and increases for households with more than one car.
8. A review of travel plans for all secondary schools and colleges with the aim to ensure infrastructure, public transport and vehicle removal are targeted to ensure our young people have real choices how they get to school and college.
9. Extension of the clean air zone.
10. Enforcement and strengthening of 20 mph zones.

Without radical changes, we will not see the step change in travel behaviour to meet zero carbon goals and we will fail to create an environment where walking and cycling will be the default for journeys across our city.

## **STATEMENT PS 10**

**Submitted by Rory Peliza**

**Title: Make Bristol a place where anyone feels safe to cycle**

Cycling is one of the cheapest forms of transport, it is also a great source of exercise and, unlike cars, does not contribute to air/noise pollution or climate change.

Therefore Bristol City Council should work to create a plan throughout the city to encourage people to cycle. One of the main barriers to people cycling is that they do not feel safe on the road[1]. Currently only 28% of disabled people and 41 % of residents think that cycling is safe in Bristol[2] Therefore it is vitally important that bike lanes are segregated, they are continuous and that they are widespread throughout the city.

investing in cycling infrastructure will reduce the numbers of cars on the road[3], and therefore aid in reducing the levels of NOx, PM10 and PM 2.5 (which affect children and older people the most) within the city - this will improve people's health[4]. In addition to this it is well documented that exercise improves people's physical and mental health[5].

We are living through a climate emergency; therefore we need to find ways to reduce our Carbon emissions. Cycling could be a useful tool to reduce the Carbon emissions of transport throughout the city2.

Bristol City Council needs to implement the right policies and create the right infrastructure to allow people to make the right choices.

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[1] Walking and Cycling Statistics England 2019, Department for Transport, August 2020

[2] Walking and Cycling Index, Sustrans, Bristol City Council, May 2022

[3] Reducing Car Use, Sustrans, November 2019

[4] WHO Global Air Quality Guidelines, World Health Organisation, 2021

[5] Benefits of exercise, <https://www.nhs.uk/live-well/exercise/exercise-health-benefits/>, accessed 01/10/2022

## **STATEMENT PS 11**

**Submitted by Liv Fortune**

**Title: Tribute to Julie Boston**

Many of us from all sides of this chamber will remember Julie's indomitable enthusiasm for whichever cause she was campaigning for, there were several, and her sharp, quick witted tenacity.

Libraries and walking for health were the two causes I had the honour of bonding with Julie over.

I honestly couldn't have wished for a wiser, more principled, more honest or more inspiring friend and mentor.

Julie touched so many lives and hearts here in Bristol and beyond.

The people of Bristol have Julie Boston to thank for a half hour Severn beach line railway service and for 17 of our 26 public libraries being saved from closure.

While I am sad to have lost a very dear and trusting friend, I am grateful for the memories I have of spending time with Julie, even the heated debates which sometimes descended into quarrels bring a smile to my face, on reflection.

Farewell Julie Boston, your legacy will live on for many years to come. I and many others here in Bristol will make sure of that. Gone but never forgotten. Farewell.

## STATEMENT PS 12

**Submitted by Alison Wren**

**Title: Silver Motion**

I have a first-class Biology degree and an MSc in Health Education and have taught biology and other sciences in secondary schools and FE colleges for many years to adolescents and adults.

I refer to the Silver Motion of 5<sup>th</sup> July 2022 and the original unamended published motion which stated:

[Council] recognises that beliefs such as that of “gender critical” can be protected, however this does not give the right to express those beliefs

and the following statements in the amended motion:

1. The council resolves to recognise and affirm trans men are men, trans women are women

The UK National curriculum in science at KS3 requires the teaching of “structure and function of male and female reproductive systems, gametes and fertilisation”, and at KS4 “sex determination in humans” which involves the fact that the fusion of an X bearing ovum with either an X bearing sperm or a Y bearing sperm is how sex is determined in all mammals.

At A level biology various differences in sexual development (formerly known as intersex) involving chromosomes, genes and receptor molecules are also discussed.

2. That [the council] will act on any known instances of anti-trans literature or propaganda being sent into our schools.

Is it Bristol City Council’s position therefore, that these objective biological truths taught in all secondary schools are in fact anti-trans propaganda?

As someone whose retirement was hastened by being required to agree that girls can be boys, I am concerned as to the effect of this motion on both teachers and their students and would ask the Council to clarify its position in relation to the teaching of biology in Bristol schools.

## **STATEMENT PS 13**

**Submitted by Clare Freshwater-Turner**

**Title: Slow progress- Safe Crossing for Cranbrook Road**

My statement is on behalf of the Community Crossing for Cranbrook Road group. We would like to voice our frustration and concern over the slow progress for the crossing and the risk this poses to all road users.

After years of petitioning and with the support of the community and the local councillors we have been allocated funds and had assurances from the council that this project would progress in 2021 and be finished by March 2022.

There was a public consultation held 31st January 2022 to 21st February 2022. Since then we have not heard anything and there has been no progress.

The road traffic has increased a lot since the return to school this September 2022 and we are very concerned for the safety of all road users at this stage.

We ask you to progress the implementation of a safer road layout at speed and to keep us informed of progress.

**STATEMENT PS 14**

**Submitted by Caroline Wilson**

**Title: Golden Motion**

I support the Green Party motion for council 8th November 2022 asking to reduce our housing targets for the next local plan. The target is unrealistic and risks opening up more green spaces for development whilst not addressing local housing need for social housing and affordable housing.

## **STATEMENT PS 15**

**Submitted by Christine Fraser**

**Title: Silver Motion**

I refer to the Silver Motion of 5 July 2022. It was resolved

To recognise and affirm trans men are men, trans women are women, non-binary and genderqueer people's genders are valid.....

For the sake of clarity it would be helpful if the Monitoring Officer or the Lord Mayor could confirm, to quote the Monitoring Officer of South Oxfordshire Council in respect of a similar motion, that

The motion was political in nature..... and was non-binding in nature or legal effect

And

The intent of the motion .....was not intended to be an assertion of biological / and or social / and or legal fact.

<http://democratic.southoxon.gov.uk/documents/g2802/Printed%20minutes%20Thursday%2007-Oct-2021%2018.00%20Council.pdf?T=1>

Related to this, in the same motion it was resolved

To ...not ..award[...] contracts to organisations that promote an anti-trans agenda or propaganda

However, Article 5 of the Bristol City Council Constitution states

The Mayor...Make[s] all executive decisions within and in furtherance of the agreed Policy Framework and Budget. – (he then delegates executive powers to officers)

This means that Full Council does not have the legal power to take executive decisions or the power to determine what factors should be taken into account when taking an executive decision.

It would be useful to officers and potential contractors if it could be clarified as to whether the resolution is irrelevant.

## **STATEMENT PS 16**

**Submitted by Cristina Cooney**

### **Title: Make Bristol a Place Where Everyone Feels Safe to Cycle**

I moved back to Bristol at the end of 2019 and with my car engine unexpectedly failing, I decided to see if I could live without one. I relied on the local rail service to travel from east Bristol to Patchway for my manufacturing job. Once Covid hit it was clear I required another mode of transport due to reduction in the rail service and I picked up a bike.

Despite Bristol hills and wind especially up at Filton, I found the cycle commute so beneficial for both my physical and mental health. I also loved that I could consistently reliably arrive at my destination on time without worrying about traffic or buses not turning up! During that period of lockdowns there was vastly reduced traffic on the roads and I felt reasonably safe. I couldn't believe I hadn't cycled more before, I loved it.

As motor vehicles have built up more and more since 2020, it has been more difficult to stay as positive. I still love riding my bike, but I feel unsafe on a daily basis. People using bikes to get round the city are so much more vulnerable than people sitting in cars but a lot of drivers don't see it this way. Cars close pass daily, and do not adhere to the 20mph speed limit, which makes me feel very vulnerable. I have been beeped and shouted at often, which is incredibly unpleasant, for doing legal things like filtering. These depressing interactions and feelings of being incredibly unsafe would not occur if we had segregated cycle infrastructure.

We desperately need cycle lanes with segregating concrete kerbs across the city. Currently many of the "painted" cycle lanes are far smaller than 1.5m wide so cars, buses and lorries feel they can pass very close and at speed. Physical segregation is key. These lanes should be connected with public transport hubs and stations with indoor, secure bike parking. This really is possible, I am baffled why we haven't seen the widespread rollout of this.

Ten years ago I wouldn't believe that I am writing this - London is far safer to cycle in now than Bristol. There are segregated lanes across London and it's a joy to cycle there. There is an argument about Bristol road sizes being smaller - if we introduce the infrastructure, more people WILL cycle and traffic will reduce. Fulltime transport infrastructure planners exist and would help us on this transformation journey.

I am a confident cyclist so I carry on despite the reasons mentioned above, even if some of these interactions and dangerous situations stay with me for hours after the event.

However many people do not cycle because of the reasons I've mentioned. How many children do we see independently cycling to school? How many minority groups? Putting this infrastructure in place is key. The benefits to physical and mental health, air pollution and general happiness would be astonishing. Please listen and take action.

## **STATEMENT PS 17**

**Submitted by Hon Ald Colin Smith**

**Title: The Future of the Lord Mayor's Chapel**

My name is Ald Colin Smith and I have the honour and privilege of currently being the Chair of the Friends of the Lord Mayor's Chapel Trust, a body established initially to raise funds for the restoration of the chapel's organ, which Bristol City Council was unwilling to pay. After successfully raising a substantial sum of money from partner friends and organisations, the trust has remained in existence to provide financial support to the chapel for other projects; it has also accidentally fallen into fulfilling a quasi-management role, in the absence of direction from the council. This building is a relatively unknown jewel in Bristol, Grade 1 Listed, but relatively unknown to many of our citizens. After 802 years since its foundation, it deserves better. We recently learned of proposals by Bristol City Council to find other ways to fund the ongoing costs of running and maintaining the chapel, and were profoundly disappointed and dismayed to discover that the trust, the chaplain and the congregation had been excluded from any discussions about potential proposals or indeed invited to contribute ideas. I should add at this point that the trust is passionate about preserving the building and institution of the chapel, which has been subject to recent year closures due to Covid, and we are not averse to change which will ensure that the building is open on a more regular basis to the people of Bristol, and visitors to our great city; which makes it more disappointing the lack of consultation. At a recent meeting, the trust was described as an "interested party"; we are substantially more than an interested party, the trust is a significant stakeholder in the future of the chapel, which has been part of the council's property portfolio since 1541. We are pleased that following representations, the trust is involved in those discussions about future arrangements to sustain the fabric and pastoral and religious legacy of St Mark's, the Lord Mayor's Chapel, as it appears that a proposal to partner with Bristol Cathedral seems well advanced, although future uses still appear vague and undefined. The trust has several reservations about the plans which seem to have given insufficient consideration to aspects of pastoral care to the congregation, the chapel's work with and mission to its partners (eg Fare Share, Royal Navy, Artillery, Burma Star, Avon Fire and Rescue, the Matthew etc etc), and importantly the non denominational independent character of the chapel. These remain unanswered and unresolved. Further questions, outside of the remit of the trust, remain about potential transfer of contracted staff away from Bristol City Council. The Friends of the Lord Mayor's Chapel Trust continues to exist for the long term benefit of the chapel and is a very willing partner to such plans but urges the council to regard us as an important partner and stakeholder, not a body to disrespect, ignore or sideline. We look forward to hearing more of current proposals and contributing to them to ensure that such plans successfully achieve wider awareness of the chapel amongst citizens and visitors, ongoing expert maintenance of the building, sustaining its religious legacy, and finding and sponsoring alternative and progressive ways of using a jewel of a building, leading to finding alternative additional funding streams.

## **STATEMENT PS 18**

**Submitted by Mary Stevens**

**Title: Make Bristol a place where anyone feels safe to cycle**

I am submitting this statement as a Bristol resident and a parent - for whom cycling is our main mode of family transport. I live in Eastville, work in the city centre and my 10 year-old child attends a wide range of activities across the city, from Ashton Court, to Southmead to the Cathedral.

Cycling enables us to make the most of all the city has to offer. It is liberating to know exactly how long it will take to get places, and to get exercise at the same time. But every time we go out I feel that we are taking a risk. The lack of safe, joined up infrastructure makes me very nervous on the roads, and, for example, I am reluctant to offer to accompany her friends. In a couple of years' time she will be start cycling to school in the city centre on her own, and I know, deep down, that at some point I will get the call that every parent dreads to say she's had an accident. It terrifies me, but I have no choice. I am also starting to introduce her to the dilemma that all women who cycle in Bristol know ; the impossible choice we face once it gets dark between risking our personal safety in poorly lit, poorly maintained infrastructure (particularly the underpasses) or risking our lives on busier roads. (And I note with regret that the report from the Women's Commission also submitted to this meeting does not consider this issue, only safety on public transport).

The heavy storms this week have created new challenges: the underpasses we rely on - Lawrence Hill, Junction 3, under St Phillips Causeway - were all flooded. Not only is this inconvenient, it also increase the personal safety risks. Repeat flooding at Lawrence Hill roundabouts cuts off the residents of Easton and Barton Hill from the leisure centre, a key piece of community infrastructure. Climate change is likely to lead to more intensive rain storms in Bristol - and these risk leaving cyclists stranded for weeks or months unless drainage is improved. The Cycle Delivery Plan must also include an assessment of the climate vulnerability of the network, and a plan to address this, if we want to keep people moving safely in future winters.

As a family we have cycled all over Europe, so we know first hand that it does not have to be this way. This summer we were in Bordeaux, Bristol's twin city, where an extensive network of cycle paths, built almost entirely in the last ten years, keeps cyclists and pedestrians safe, and sends a clear signal about how active travel is valued. In Bristol, cyclists are repeatedly made to feel like an afterthought, or an inconvenience to vehicles. We urgently need a Delivery Plan that makes cycling not just safe, but the most attractive option for everyone who can make the choice to cycle.

**STATEMENT PS 19**

**Submitted by Ashley Bligh**

**Title: Funding for road safety measures on Newbridge Road**

I live on Newbridge Road, and it is blighted by speeding drivers and accidents. I fully support measures to seek funding to make this family neighbourhood safe and stop it being a rat run for speeding drivers.

## **STATEMENT PS 20**

**Submitted by Emma Davidson**

**Title: Newbridge Road/Wick Road Safety Concerns**

I've lived on Newbridge Road for the past 6 years and in all honesty, I can't wait to be able to move. I love my home, surrounding access to nature and the community, but I live in fear daily that there will be yet another accident along Newbridge Road. From the lights at the bottom of Newbridge Road, drivers floor it up the hill as they go into the 20mph zone, I regularly see people going well over 30, round the blind corner, where I see numerous near misses hourly from drivers coming in the other direction, then they proceed to go even faster along Newbridge parallel to St Annes Woods onto Wick Road. Something must be done and it would be negligent of the council not to put in safety measures as soon as possible before another person is sent to hospital or more damage is done to peoples houses (Like the recent crash at the bottom of Newbridge Road) as well as council property (the fencing opposite St Annes Park where there have been numerous crashes in the time I have lived here).

There is no way that the car who struck the pedestrian recently was going at 20 mph. If it had been a child that had been hit, I can't imagine they would have survived the impact, is that what it is going to take for something to be done?

<https://www.bristolpost.co.uk/news/bristol-news/pedestrian-taken-hospital-potential-life-7331597>

My suggestion would be to put safety measures in place before that happens.

## **STATEMENT PS 21**

**Submitted by Karen Norman**

**Title: Newbridge Road/Wick Road Safety**

Newbridge Rd is minor road lined with residential houses, several primary schools, parks and many cyclists - children and adults.

It is now considered to be the busiest enforcement site in Avon and Somerset with 132 speeding offences in 2 hours, despite the highly visibly speed enforcement van.

Personal experience of Newbridge Road:

- My 10 and 12 year olds cycle on Newbridge Rd everyday as part of their route to school - due to several near misses with speeding traffic I will only now let them cycle on the pavement on this road as there is no lane or path for cyclists.
- When I drive 20 mph on Wick Rd and Newbridge Rd I have been overtaken by people getting frustrated with me sticking to the speed limit, I have been beeped and sworn at for going 20mph. This has happened so many times I have lost count. During the night speeding drivers continue to beep at cars sticking to the limit.
- I feel unsafe walking along the pavement on Newbridge Road with my children - especially on the corner near the entrance to Nightingale Valley due to the speed at which vehicles take the corner which has several times resulted in crashes into the wood boundary fence.

As the road stands today is only a matter of time before there is a fatality on this road and to take no action to stop speeding vehicles would be a serious error or judgement and one I would not want on my conscience if I had the power to make this change.

In light of the above I consider that simply just telling people to slow down with signs and cameras is not enough as too many motorists show a lack of care and disregard for personal and public safety.

Therefore, the only solutions that will have an impact on slowing down traffic to prevent injury and death would be physical solutions such as raised junctions and speed tables and I support funds going towards this.

## **STATEMENT PS 22**

**Submitted by Tom Merchant**

**Title: Housing Officers in Estates Management are Still Stressed and Will Continue to Strike**

Housing Officers in Estates Management are Still Stressed and Will Continue to Strike

Housing officers have taken two days of strike action over stress. An impossible workload and a corporate system that cannot respond to demand that is strained to the very limit has provoked workers to take the only action they have left. To see this happen in what used to be a council that supported workers is concerning. Multiple attempts over two years have been made to avert this situation by the unions.

The workers have been caught in a vice between an increase in workstreams demanded politically and an inflexible senior management team refusing to adapt resourcing to meet that challenge leaving the staff with impossible demands being placed on them.

We call on all councillors to support our strike. We call on full council to act to ensure staff have the respect, welfare, ownership of their profession, and resourcing to do their work safely.

Please spare a thought also to the mainly women workers in social care who will have no option but to pay the Clean Air Zone charge if they are ordered into the Caz after the unions were unable to secure policy protections this week.

## **STATEMENT PS 23**

**Submitted by Lindsay Wall**

**Title: Unite the Union**

Fifty plus Unite members in the estate management team have been in dispute since February 2022.

Poor consultation, poor implementation of the estate grading project and a lack of resources have caused unbelievable stress and have left people feeling undervalued.

Trying to pursue a proactive way of working when staff are struggling with reactive work has not helped the situation either.

The team is currently being reviewed but staff have not been formally consulted about this and are not aware of any timelines or the rationale behind this review.

In fact staff are shocked to hear about this review because until recently we were still trying to implement some of their recommendations. This review, called Moving Forward Together cost hundreds of thousands of pounds and recommended that housing officers should only have 300 properties because of the workloads.

It also seems that management are still unwilling to collaborate with staff, despite this being a core value of the council.

The dispute continues because we know that we will never be fully staffed so having clear priorities which can be amended by team leaders is crucial.

This has not happened.

In fact, nothing has happened since our strike days last month. We ask that senior management come back to the table to discuss this further.

## **STATEMENT PS 24**

**Submitted by Pete Yeates**

**Title: Newbridge Road**

I write with reference to the increased problems on Newbridge Road with speeding vehicles and inconsiderate parking.

Having lived in Arlington Road since 1984, it has become obvious in recent years that drivers of all kinds of motorised vehicles are ignoring the 20mph limits.

Traffic leaving Feeder Road heading towards Brislington up Newbridge Road at considerable speed will result in a serious accident soon; cars parked on the pavement from 30 Newbridge Road onward has also got worse with cars parked towards the flow of traffic.

So, just to add to the problems, we now have the 36 bus service using the road as well. This, along with the new trend of parking both sides of the road between Woodside Road and Langton Court Road has compounded the issues.

At night the section of road near St. Anne's Woods is very dark due to the overgrown trees. The lamp posts really need to be moved to the opposite side of the road.

I support the funding of traffic calming measures for Newbridge Road.

# Full Council – 8 November 2022

## Agenda item 6 b

### Public questions



#### Procedural note:

##### Questions submitted by members of the public:

- Questions can be about any matter the Council is responsible for or which directly affect the city.
- Members of the public who live and/or have a business in Bristol are entitled to submit up to 2 written questions, and to ask up to 2 supplementary questions. A supplementary question must arise directly out of the original question or the reply.
- Replies to questions will be given verbally by the Mayor (or a Cabinet member where relevant). Written replies will be published within 10 working days following the meeting.



\*point of explanation - where a person has asked two questions on the same topic they are on the same line. Where topics are different they have different lines.

Ref No	Name	Title
PQ01	Jonny Adcock	Whitehall Road and Easton Road junction
PQ02	WITHDRAWN	WITHDRAWN
PQ03	Neil Roper	Social Care
PQ04	James Crawford	Cycling Infrastructure
PQ05	Jay Jethwa	Idling Vehicles
PQ06	Vassili Papastavrou	Cycling Infrastructure
PQ07	David Angel	Cycling Infrastructure
PQ08	Ali Cameron	Cycling Infrastructure
PQ09	Cecilia Farren	Cycling Infrastructure
PQ10	Suzanne Audrey	FOI Requests
PQ11	Suzanne Audrey	Climate Emergency
PQ12	Nicholas Davies	Cycle City
PQ13	Martin Fraser	Cycling Infrastructure
PQ14	Richard Jones	Cycling Infrastructure
PQ15	Rachel Horsington	Cycling Equalities
PQ16	Philip Bird	Nelson Street
PQ17	Johan Wadsten	Cycle Safety
PQ18	Dan Ackroyd	Mass Transit Plans
PQ19	Samuel Clayton	Cycle Security
PQ20	Cristina Cooney	Walking and Cycling Commissioner
PQ21	Karen Parker	Cycle Safety
PQ22	Tom Bosanquet	Cycling Infrastructure
PQ23	Claire Gronow	Citizen Assembly
PQ24	Dan Ackroyd	Brabazon Hangar
PQ25	Mary Rivers	Safe Cycling
PQ26	David Redgewell	Rail and Buses



**QUESTION PQ 01****Subject: Whitehall Road and Easton Road junction****Question submitted by: Jonny Adcock**

Lower Whitehall Road (particularly from the Russell Town Avenue zebra crossing, either side of the Easton Road (B4465) bridge and up to the Vicarage Road junction) has very narrow pavements and a narrow road width. This section of the road is very busy with road traffic, as well as being a key walking and cycling route for children going to school. The narrow pavements on this road result in all vehicles passing very close to pedestrians. Heavy traffic also results in unsafe levels of both air and noise pollution, with the Council's own data showing recorded air pollution levels in Lower Whitehall Road in excess of legal limits.

A petition calling for changes on Lower Whitehall Road was signed by 200 residents in Spring 2020, following this CIL funding was made available for improvement works including a pedestrian crossing. Following a request for progress updates on these improvements in March 2022, the Council response was that a crossing is not "technically viable". Meanwhile, pedestrians and cyclists are still put at risk when using this road by both close passing of vehicles and illegal air pollution.

**Q1: Can the Council provide a plan to provision improved pedestrian crossing points on Lower Whitehall Road?**

**Q2: Both air quality monitoring locations (sites 405 and 406) on Whitehall Road show air pollution in excess of legal limits. Can the Council provide a plan on how air pollution is going to be reduced on this section of road?**



**QUESTION PQ 02 - WITHDRAWN**



**QUESTION PQ 03****Subject: Social Care****Question submitted by: Neil Roper**

Recently on a Saturday morning, I was approached by a gentleman who asked with what I can only describe as desperation to buy him a soft drink, whilst almost fearfully insisting that he was not after money, just a soft drink. My partner and I bought what he could carry and he was incredibly grateful.

The following Friday a gentleman at the end of a bus shelter turns to me and my friends, and with sombre sincerity declares that 'we're all going to die'. Engaging him in conversation I find that his name is James - but I also notice that his knee is bleeding - and he confirms when asked that he fell down. So, after procuring plasters and antiseptic cream I ask if I can patch him up, which he allows me to do, but talking to him it's clear there is also a great sadness and loneliness there. It felt as though I was the first caring conversation that he'd experienced in some time.

So we have the case that these gentleman; one begging for a simple soft drink, and another, lost in sorrow, with a bloodied knee, are left to find a modicum of care from the chance offerings of strangers. I believe that this is far less than what these people need or deserve, and whilst I can accept that people will always 'fall through the cracks' with respect to the Welfare State, how is it I encounter two such desperate and lost people in the space of a week in this City? I do not believe that these are, for lack of a better word, 'anecdotal' or isolated events. Rather I fear that the people I have spoken about are not being helped because the last reserves of the City's support system have long been exhausted.

**My first question is therefore to ask how you reconcile this clear shortfall in services against the various press reports of other financial draws on City money, such as the £3,000 a month that is reported as being spent having your Twitter account monitored? I do not ask this to be antagonistic, but rather because, given the context above, I don't see how the question can be avoided.**

That said, I wish to end with focus on what I see as the most important issue. Therefore I put to you that too many people are alone, and lost, and desperate already. What's next? **Ultimately, my second question is to ask how does all that I have just spoken about become a call to fund the necessary services via our Council Tax (or other means of taxation) to fix this?**

Please can you advise on next steps?



**QUESTION PQ 04**

**Subject: Cycling Infrastructure**

**Question submitted by: James Crawford**

1. Would the council consider adding new cycle lanes without public consultation in order to improve cycle infrastructure more quickly, considering they felt it appropriate to remove the cycle lane on Cheltenham road recently without consultation?
2. Can the council look into traffic calming measures along the Lodge Causeway (B4048) in Fishponds, particularly close to Chester Park Infant school and to the Tesco Express? The current road is too straight and encourages speeding.



**QUESTION PQ05**

**Subject: Idling Vehicles**

**Question submitted by: Jay Jethwa**

Q1. Is the Mayor aware how much pollution is contributed by idling vehicles throughout the City?

Q2. What is the Mayor doing to tackle and stop idling vehicles throughout the City?



**QUESTION PQ 06**

**Subject: Cycling Infrastructure**

**Question submitted by: Vassili Papastavrou**

1. Given the ongoing dangers to cyclists of the re-design of the six lane highway outside Temple Meads, and the very poor 'cycling infrastructure' which has resulted in wide-ranging criticism, have any lessons be learned by Bristol City Council and will any modifications now be made?
2. In particular, is there anyone in the council who cares about addressing dangerous cycling infrastructure in Bristol, and how will reported defects (such as the defect that I reported to the BCC Head of Transport on Temple Way in 2020, where the cycle lane disappears and where my wife sustained a permanent injury to her knee) ever get fixed?



**QUESTION PQ07**

**Subject: Cycling Infrastructure**

**Question submitted by: David Angel**

Anne Hidalgo has shown that a congested city, dominated by motor traffic, can move quickly and cheaply to active travel. This has improved residents health and happiness. It has reduced air pollution and CO2 emissions.

**Will the Mayor commit to publishing the Delivery Plan before the end of his term in office, so that Bristol residents can enjoy the same benefits as Parisians? If not, why not?**



**QUESTION PQ08**

**Subject: Cycling Infrastructure**

**Question submitted by: Ali Cameron**

Do the Mayor and Cllr Alexander agree that cycling within Bristol should substantially increase (as this improves the health of the population of Bristol by improving air quality, reduces noise pollution, improves the mental and physical health of the person travelling by bicycle, and reduces costs by reducing wear of the road)?

Will they commit to the construction of segregated continuous cycling roads across Bristol, linking all the different areas (similar to some of the cycling superhighways in London) within the next 5 years?



**QUESTION PQ09**

**Subject: Cycling Infrastructure**

**Question submitted by: Cecilia Farren**

How do you propose to enforce the 20 MPH limit and the parking regulations that are blatantly ignored and which put cyclists at risk in all parts of Bristol and specifically, for me on the A38 from the Arches into the Centre?

What concrete plans do you have to make cycling in Bristol safer for everyone including children and older people like me?



**QUESTION PQ 10**

**Subject: FOI Requests**

**Question submitted by: Suzanne Audrey**

[for Cllr Craig Cheney]

The Council's system for responding to Freedom of Information (FOI) requests does not seem to be working well. The latest published figures are for January-September 2021. When I enquired about this a year ago, I was informed that there was an action plan, but I am now struggling to find any updates or performance indicators for FOI requests.

**Please will you give an update on the council's performance in relation to Freedom of Information requests including an overview of the action plan, key performance indicators, the percentage of requests receiving a response within 20 working days, and the percentage of FOI requests refused?**



**QUESTION PQ 11**

**Subject: Climate Emergency**

**Question submitted by: Suzanne Audrey**

[For Cllr Kye Dudd]

The importance of trees has been acknowledged by Bristol City Council, and there is a target to double the tree canopy by 2045. However, Bristol City Council's Climate Emergency Action Plan 2022-2025 does not mention trees at all, and simply states in relation to the natural environment: "The key activities we are undertaking here are described separately in our Bristol City Council Ecological Emergency Action Plan." I am concerned that, by removing any mention of trees from the Climate Emergency Action Plan, there is a danger that the contribution of trees in combating issues such as air pollution, overheating, and flooding is undervalued. Meanwhile, developers are currently removing established trees across the city with impunity.

**As the cabinet member for Climate, Ecology, Waste and Energy, please can you explain the importance of urban trees in relation to the Climate Emergency Action Plan 2022-2025?**



**QUESTION PQ12**

**Subject: Cycle City**

**Question submitted by: Nicholas Davies**

Ten years ago, following Cycling City, Bristol was, arguably, the leading city in the UK for safe cycling infrastructure, certainly we were in the top two or three. Since 2016 Bristol has authorised and implemented just one mile of new segregated cycle track. As a result a number of cities have overtaken us. A survey last year placed Bristol in danger of slipping out of the top ten. Furthermore cities such as Manchester, Birmingham, Newcastle, Edinburgh, Oxford and London all have pipelines of new proposals and schemes which are vastly more impressive than ours. In truth we have almost no pipeline. For the Active Travel Fund bids old, pre 2016 schemes, not always thought through, had to be revived. Bristol Officers have done very well, in those circumstances, but this is a hopeless way to proceed.

You inherited a good position and, rather than build on it, you've squandered it. In some cases removing existing cycling infrastructure, as part of road maintenance, and not replacing it.

**Are you ashamed of Bristol having lost its "Cycling City" moniker on your watch? Or do you take pride in that?**



**QUESTION PQ13**

**Subject: Cycling Infrastructure**

**Question submitted by: Martin Fraser**

1. The contra flow cycle lane on Nelson Street has been closed for a considerable time, whilst building works have been taking place at the adjacent building, now a hotel. The newly built cycle lane was poorly executed and unsafe and has been fenced off for weeks. Last weekend, it was blocked by parked vehicles, hotel wheelie bins, builders materials and there are visible signs of weeds growing between the newly installed paving. Why is it taking so long to reinstate this route and what date can Cllr Alexander commit to it reopening?

2. Cycle lanes on Gloucester Road, Cheltenham Road and Stokes Croft are far from adequate and do not feel particularly safe, given the numerous parked cars, vans and motorcycles obstructing them daily. There appears to be little or no enforcement of parking restrictions at any time of day & as a result, cyclists, pedestrians and e-scooter riders are often put in an unsafe position and forced into conflict with other traffic. Can Councillor Alexander tell us what steps he has considered to make this a more inclusive road environment for everyone and specific actions he will take to deliver this?



**QUESTION PQ14**

**Subject: Cycling Infrastructure**

**Question submitted by: Richard Jones**

"In May 2022 it was announced that Bristol Council would be installing 1,000 cycle hangers across the city to help decarbonise transport by encouraging more cycling. When will the locations for these be consulted on and when can we expect to start seeing them installed?"

Reference article: <https://www.bristolpost.co.uk/news/bristol-news/bristols-plan-transport-net-zero-7151249>



**QUESTION PQ15**

**Subject: Cycling Equalities**

**Question submitted by: Rachel Horsington**

1. Cycling has the power to contribute to levelling out inequalities (it's free to use and park, it's healthy, it is green, it's quick, it promotes independence) and yet the council does not appear to prioritise making it a key mode of transport for Bristolians. Does the council see cycling as a key way of improving social inequality in our city?
2. Does the Mayor/cabinet member for transport think cycling in Bristol is viable for old, young, vulnerable, nervous would be cyclist?



**QUESTION PQ16**

**Subject: Nelson Steet**

**Question submitted by: Philip Bird**

Nelson Street and Quay Street is a key pedestrian and cycle route connecting the Broadmead shopping area with the city centre. There is also a lot of pedestrian and cycle traffic in the area, including from student accommodation and the variety of Night Time Economy venues and food outlets.

The shared footway and cycle route on Nelson Street / Quay Street between All Saints Street and Christmas Street has been closed for a considerable period. It was open for a few days in June, but was then closed again. Signs were displayed advising that it was awaiting inspection by the council.

A Loading Bay / Unloading Bay has been added to the footway without a Traffic Regulation Order being consulted upon or approved.

Please advise:

- a. When the shared footway and cycle route will be reopened.
- b. The reason for the delay in reopening the shared footway and cycle route.
- c. Why the developer that installed the Loading Bay / Unloading Bay on the footway without a Traffic Regulation Order has not been instructed to remove it.



**QUESTION PQ 17**

**Subject: Cycle Safety**

**Question submitted by: Johan Wadsten**

1 – what is preventing Bristol drivers from getting out of their cars and onto bikes? And, what is the mayor/cabinet member doing to address those concerns?

2 – does the mayor see the need to move Bristol into a city where the constituency are less reliant on cars to traverse the city? If so, does cycling comprise most of the effort to shift away from cars? Or does the mayor see another option as being more successful. If it is something other, then why is that?



**QUESTION PQ18**

**Subject: Mass Transit Plans**

**Question submitted by: Dan Ackroyd**

Mayor you have been talking about a mass transit system for a while now, including publishing a proposed route map on the Bristol City Council website:

However, there has been almost no information about why that route map was chosen, or why other routes were rejected.

Freedom of Information requests to find out why that particular route was chosen, and why other routes were not chosen have been denied as 'not being in the public interest'.

Mayor you give the impression that he has already decided the details of how huge sums of money are going to be spent.

In your 'State of the City' speech on October 26th you said:

"The economic and geological assessment work has been done. We are about to commit a further £15 million with our neighbours to take this work to the next stage. There cannot be any U-turns, no shying away from the challenge of delivery for those who come next, be they Bristol councillors or the combined authority."

This appears to be hugely undemocratic.

A transport plan that commits to spending billions of pounds of public money should be developed in public, with all relevant information available so that people can see that the billions of pounds aren't being spent to benefit a preferred set of property developers.

My main concern is that the route map that has been published so far does not appear to benefit most Bristolians. It does not appear to be a transit system that many people could use to get to work, or to visit other parts of the city. Instead it appears to benefit a few people, particularly those who fly from Bristol airport regularly, or have property near one of the proposed stations.

**Mayor, when will you publish information about what is being proposed, including all consultation work being undertaken, and will you listen to the feedback of the people of Bristol about those proposals, before more money is spent on the project?**



**QUESTION PQ19**

**Subject: Cycling Security**

**Question submitted by: Samuel Clayton**

What specific bike parking/storage solutions are the council looking at implementing in the city centre to reduce the number of bike thefts, and how will these improve the security of locked bikes?



**QUESTION PQ20**

**Subject: Walking and Cycling Commissioner**

**Question submitted by: Cristina Cooney**

When is Bristol going to appoint a walking and cycling commissioner? This has been hugely successful in London and the West Midlands, with significant amount of segregated cycling infrastructure being implemented so that people from all walks of life (all genders, abilities, and ages) can feel safe cycling in their city. The consistent lack of focus on this urgent issue would be resolved by having a dedicated person in role.



**QUESTION PQ21**

**Subject: Cycle Safety**

**Question submitted by: Karen Parker**

1. Bristol has the potential to be a global exemplar for cycling. Why do you think we are lacking the strategic vision to make this a reality?
2. How would you reassure cyclists that Bristol is a safe place to cycle for all cyclists?



**QUESTION PQ22****Subject: Cycling Infrastructure****Question submitted by: Tom Bosanquet****Question 1 - Invisible bike lanes**

Painted bike lanes on roads are rightly known as 'murder strips' because they provide absolutely no protection for people using them, nor any hindrance for antisocial drivers parking their vehicles across them. So while the adage 'paint is not infrastructure' holds true in such instances, there is one area where it would be of great help – around the centre!

I cycle almost daily across town and so am well aware how unsuitable the shared space around the central fountains is both for pedestrians and for cyclists. The 'cycle lanes' are nigh on invisible and this causes consistent and unnecessary conflict. It means that unaware pedestrians jump in surprise when bikes try to pass and it is in no way ideal for cyclists trying to pass through. For a space that is one of the most well used areas of the city, both by residents and visitors, paint here would be a simple & effective improvement.

I will also add that the cycle lane opposite the Hippodrome could benefit from a protective barrier as taxi drivers often seem to use it without consideration for others. Just last week I was almost taken out by a taxi driver who did not bother to check before pulling fully onto the cycle lane.

**Question – when will you make this shared space work properly for both pedestrians & cyclists?**

**Question 2 - Third class citizens**

There are many instances which highlight how ingrained the dominance of motor vehicles is in our city's planning.

When road or building works are undertaken and pavements or carriageways have to be temporarily restricted, it is striking how pedestrians & cyclists barely get a look in. Take the recent works on the Ashley Road junction, something I highlighted in a recent Public Forum question – there was no safe provision for cyclists and the diversions for pedestrians were confusing & slow, leading to people regularly walking on the busy road. We've seen similar around current works at Turbo Island where the pavement & (painted) cycle lane have been summarily closed without alternative provision. Worse still is what has happened in the area outside the Grosvenor Hotel where the entire pavement & the bus lane have been closed, again with no thought for people who aren't driving – last week a scooter rider was seriously injured in this area. Pedestrians have a long-winded alternate route with at least four signalled crossings, each of which seem to take an inordinate amount of time to change for people on foot.

These anti-pedestrian crossing timings are a regular feature that slow people on foot while motorists are given priority. It is heartening that a handful have now had their timing settings changed to give better priority to walkers, but this only happens when local councillors push for changes. The crossing timings outside Temple Meads mean people on foot get considerable time to take in a busy 6-lane highway – not exactly a positive 'Welcome to Bristol' message.

I strongly support the positive campaign from Bristol Cycling that calls for Bristol to be a place where everyone feels safe to cycle and would very much extend this to include pedestrians too. We need to



re-evaluate what modes get priority in our shared spaces, refocusing on public, active and low pollution transport solutions rather than inefficient private vehicles.

**Question – when will pedestrians & cyclists get proper provision?**



**QUESTION PQ23**

**Subject: Citizen Assembly**

**Question submitted by: Claire Gronow**

The Citizen's Assembly report (June 2021) states that Bristol City Council had disseminated the recommendations of the report to decision-makers across the city and was working on the implementation of the recommendations. Please provide an update on progress against the recommendations of the Citizens Assembly report from June 2021.



**QUESTION PQ24**

**Subject: Brabazon Hangar**

**Question submitted by: Dan Ackroyd**

Huge sums of money are being spent on infrastructure on the assumption the Brabazon Hangars will be converted and operated as an Arena.

My understanding is that currently if YTL decide that it is not in their interest to operate the hangars as an Arena, and decide to use the hangars for something else (e.g. a large sound stage for filming), that there would be no recourse for Bristol City Council or WECA to reclaim any of the money spent on that infrastructure.

Would it be financially responsible to require YTL to commit to operating the Brabazon Hangars for at least two decades as an Arena, even if it was a run at loss to them, in return for the infrastructure money being spent to their benefit?

I'm sure you would do anyway, but please remember to disclose any personal interest you might have with commercial decisions about what to use the hangars for, when answering the question.



**QUESTION PQ25**

**Subject: Safe Cycling**

**Question submitted by: Mary Rivers**

I look with dismay at how little Bristol City Council has done to make cycling safer over the last few years. While other cities have made significant improvements Bristol has done next to nothing and if anything made the situation worse.

I cycle into Bristol along Whiteladies Road most days.

I don't think I have ever had a clear run in the so called cycle lanes. There is always something obstructing me. The section at the very top of Whiteladies is absolutely lethal because there is no cycle lane at all and cars start to accelerate fast as they approach the Downs.

We need proper 24/7 segregated bike lanes along all the major routes into Bristol.  
If Manchester Birmingham London and Paris can do it why can't Bristol?



**QUESTION PQ26**

**Subject: Rail and Buses**

**Question submitted by: David Redgewell**

1. Metro west railway.

When will the planning application be approved by South Gloucestershire council and Bristol City Council.

Including safety features for the Railway station and Arena agreed with Network rail western and the British transport police For Filton North station for Bristol Arena and Henbury for Cribbs Causeway.

2. What progress is Bristol city council and the mayor Marvin Rees making with Dan Norris metro mayor on replacement of bus service 5?

BRISTOL city centre st Paul's st werburges Eastville park Stapleton Broomhill Fishpond. Oidbury court Downend.

Y 3 4 Bristol city centre st Paul st werburges Eastville park Stapleton Frenchay winterbourne Frampton cotterell iron Acton Coalpit heath and yate bus and coach station

These cuts leave part of Northeast Bristol without bus services and evening or Sunday services.

