

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

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

Tel: 0117 3526162

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

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 - 27)

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

Signed



Proper Officer
Friday, 28 October 2022



Public questions and answers full council Tuesday 8th November 2022

QUESTION PQ 01

Subject: Whitehall Road and Easton Road junction

Reply:

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

1. We are now progressing a crossing scheme in Easton and Cabinet lead Don Alexander recently met with local councillors Barry Parsons and Jenny Bartle.

The scheme is a Local Area Committee request for £80,000 for measures to improve road safety and pedestrian facilities in Whitehall Road mainly between Easton Road and Russell Town Avenue.

The request was for a widened footway, which we said could not be done without reducing the road to one way, which would then mean a knock-on impact on congestion.

The bid hasn't moved forward as we don't have resources in place to action i.e. recruitment freeze and general resourcing in the team.

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?

2. The Clean Air Zone works by improving the overall performance of Bristol's vehicle fleet – by incentivising and supporting vehicles owners to upgrade to less polluting models, or consider alternatives, they'll improve air quality across the whole city.

Everywhere in the city will be at legally compliant levels of NOx by the end of 2023, including Whitehall Road.



QUESTION PQ 02 retracted

QUESTION PQ 03

Subject: Social Care
[Preamble removed]

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?

Reply:

Central government don't put enough money into public services, they don't put enough money into social housing, they don't put enough money into physical and mental health care and prevention.

Bristol City Council has taken huge strides on tackling homelessness, we but need the government to keep up the momentum of the everyone in scheme which helped us to reduce rough sleeping numbers by 80%.

However, the longstanding structural challenges remain the same: we need more homes. But if we can maintain our momentum, we can go a long way to achieving sustainable success. It is therefore vital the Government learn from the success of the Covid-19 response. They need to step up the level of investment in homelessness services and accommodation for us to avoid a future surge in rough sleeping.

We spend upwards of £200 million on supporting adults in the city – over half of our overall budget.

We don't do monthly media monitoring, we stopped that as a saving this year. That said, understanding what people think and feel about Council decisions and policy is really important to help us understand views and impact.



QUESTION PQ 04

Subject: Cycling Infrastructure

Reply:

Q1 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?

1. Legally we're not able to conduct changes without public consultation – but during the pandemic, when legislation was changed, we did introduce new cycle infrastructure across the city such as the Park Row project.

The cycle path on Cheltenham road was advisory and substandard, so the maintenance we did took the opportunity to address safety concerns for pedestrians at a busy junction. Two thousand letters were sent to local residents and businesses to make them aware.

Q2 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.

2. We agree there is a problem. We recently took the Police and Crime Commissioner to visit and we met residents and business to talk about the issues there. I'm happy to meet with you and hear about your ideas for the area. Contact the office to arrange this. mayor@bristol.gov.uk



QUESTION PQ05

Subject: Idling Vehicles

Reply:

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

- 1. We know it contributes to the premature deaths of 300 Bristolians year, and in particular can be in areas such as schools and hospitals where the most vulnerable people are exposed to harmful air pollution caused by engine fumes.**

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

- 2. Our 'No Idling' campaign aims to change drivers' behaviour and encourage them to turn off their engines when stopped to help improve air quality citywide, so we worked with volunteers outside schools to educate and inform drivers about the issue.**

We wanted to make resources available for people to engage with drivers, so if you want to run an event please get in touch with Cllr Kye Dudd. Cllr.kye.dudd@bristol.gov.uk

[NO IDLING - Clean Air for Bristol](#)



QUESTION PQ 06

Subject: Cycling Infrastructure

Reply:

Q1. 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?

1. It is worth noting this is a three lane highway

The Temple Meads realignment is a huge improvement on the previous gyratory system, including introducing a single phase crossing for pedestrians and cyclists.

The design was shortlisted People's Choice Award from the Institute of Civil Engineers

All schemes are reviewed post implementation and we'll continue to look at how to keep all road users safe, but there are no plans for modification as yet.

Q2. 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?

2. We all care about making Bristol a safe place for everyone, but it's important to take an evidence based approach where we prioritise the areas where we are able to invest in upgrading old infrastructure to modern standards.



QUESTION PQ07

Subject: Cycling Infrastructure

Reply:

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?

Crucially, to be able to do something similar as Paris and other modern cities, we need an equivalent public transport network, which is why we have set out the ambition for a mass transit system which will transform transport in Bristol. A low carbon mass transit will dramatically reduce air pollution and carbon emissions.

By giving people a realistic, reliable alternative to private car use we will be able to give over more space for buses and cycling, or like in Cotham Hill, Princess Victoria Street and the Old City pedestrianisation.



QUESTION PQ08

Subject: Cycling Infrastructure

Reply:

Q1. 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)?

Cycling figures have increased during our administration and we want it to continue (e.g. the percentage who cycle to work increased from 15.9% in 2018 to 18.2% last year). We want to support this with measures like infrastructure and a new Family Cycling centre. Our single biggest challenge is growing cycling in areas of deprivation and our Local Cycling Walking Infrastructure Plan and next generation of infrastructure is aimed at that. Cycling in Bristol is a class issue.

While recognising that cycling isn't always an option for everyone, we want to make it more accessible.

Q2. 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?

We have built segregated paths where possible, and continue to look at opportunities with developers and partners, however this has to be balanced with our commitment to improved bus prioritisation measures.



QUESTION PQ09

Subject: Cycling Infrastructure

Reply:

Q1. 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?

- 1. Enforcement of speed limits is a matter for the police, but we continue to review the interventions we can make with infrastructure where possible.**

Q2. What concrete plans do you have to make cycling in Bristol safer for everyone including children and older people like me?

- 2. Local Cycling Walking Infrastructure Plan (LCWIP) is the blueprint for our approach to improve cycling infrastructure in the city.**



QUESTION PQ 10

Subject: FOI Requests

Q1. 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?

Reply:

Performance:

July 71%

August 64%

Q2 (July, Aug and Sep) 67%

We recently increased the KPI target from 70% to its current of 75% as we were routinely hitting it. We've had a fall in performance this quarter, likely due to challenges around resources and the complex nature of the cases we receive.

The challenges around resources and financial pressures are forcing us to look at other ways to improve our FOI performance. The Head of Information Assurance and Disclosures Team Manager meet with the Information Commissioners Office (ICO) regularly to discuss topics and challenges, discuss workloads and complex cases/trends.

One of our proposals is to reduce the amount of FOI requests – the cost to the council of managing FOI requests is wildly out of step to the value of the request. Most FOIs come from the same small group of people and have minimal wider public interest. The council needs to be open and transparent in its operations so as to reduce the number of requests.

The inefficiency of responses is due to the sheer number of requests which takes resource out of other services.



QUESTION PQ 11

Subject: Climate Emergency

Reply:

Q1. 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?

We haven't removed mention of any trees – as you note we are avoiding repetition by referring readers to the Ecological Emergency Action plan. Clearly they're important to us which is why we've set such ambitious plans.

Worth noting the original Climate Emergency declaration didn't include reference to ecology, and it was this administration's work with Avon Wildlife Trust and other city partners that highlighted the need to include wildlife and nature in Council policies.



QUESTION PQ12

Subject: Cycle City

Q1. Are you ashamed of Bristol having lost its “Cycling City” moniker on your watch? Or do you take pride in that?

Reply:

There is no such thing as losing the “moniker”. Local Cycling Walking Infrastructure Plan (LCWIP) is the blueprint for our approach to improve cycling infrastructure in the city. We continue to deliver cycling infrastructure and have taken bold decisions including the closure of Bristol Bridge to through traffic which will be reinstated once Redcliffe Bridge partially reopens next week.



QUESTION PQ13

Subject: Cycling Infrastructure

Reply:

Q1. 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?

1. The hotel developer has been delivering this as part of their Section 106 commitment. They previously made some errors, and we have insisted on them being corrected.

We hope that they will finish soon but we are checking their work thoroughly before it's opened.

Q2. 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?

2. We do enforce parking restrictions, and we'll look at additional enforcement but there are calls on the resource across the city.



QUESTION PQ14

Subject: Cycling Infrastructure

Q1. "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>

Reply:

As part of our work with the West of England Combined Authority we've been able to begin the project for a programme of cycle hangers in the city. We know there is a disparity of cycling journeys to work between wealthier and more deprived areas of the city. We want to deliver infrastructure which enables growth of cycling amongst more disadvantaged communities. We have used the funding available to prioritise cycle hangers for council blocks. The project scored blocks against strategic criteria such as their links to strategic cycling network, levels of deprivation and car ownership. This identified 28 cycle hangar locations for 16 Council sites. These are:

Barton House
Phoenix House
Rawnsley House
Beaufort House
Harwood House
Longlands House
Ropewalk House
Twinnell House
Lansdowne Court
Broughton House
Redwood House
Francombe House & Waring House
Chesnut House
Oak House
Willow House
Rowan House

The full business case is going to January WECA Committee for approval. When this funding is confirmed we'll conduct final checks on the locations and commence installation in February/March 2023. The amount of hangars we can install through this project will depend on what the costs come back from the supplier, and we'll continue to look for other opportunities to roll out more hangers across the city focusing on areas of deprivation.



QUESTION PQ15

Subject: Cycling Equalities

Reply:

Q1. 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?

1. We see cycling as a key factor in social and economic inequality in our city.

While journeys to work have risen to 18% a small fraction of this is from journeys starting in deprived areas. This is our number one challenge for cycling infrastructure, promotion and growth. The proposals we are working to the local cycling walking infrastructure plan are aimed at maximising improved connectivity between deprived areas and the city centre. I'm glad you've raised it as cycling is a class issue in Bristol.

Q2. Does the Mayor/cabinet member for transport think cycling in Bristol is viable for old, young, vulnerable, nervous would be cyclist?

2. Cycling is viable for anybody provided they are comfortable and capable. The launch of our new family cycling centre is aimed at growing cycling use and confidence. Our ongoing investments in cycle infrastructure are also part of the same aim.



QUESTION PQ16

Subject: Nelson Steet

Reply:

Q1. 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.**

The hotel developer has been delivering this as part of their planning and section 106 commitment.

They previously made some errors, and we have insisted on them being corrected.

We hope that they will finish soon but we are checking their work thoroughly before it's opened.



QUESTION PQ 17

Subject: Cycle Safety

Reply:

Q1. 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?

- 1. What stopping them getting out of cars is a lack of reliable and frequent public transport. The scheme to deliver a Mass transit system has been progressed to a point where the feasibility and finances are available the challenge is now for the combined authority and the next committee based administration to deliver it.**

This will be the single most transformation change to the way people move around the city for 50 years.

To get people on to bikes is a much more complex question and includes personal choice. However, with around two thirds of journeys to work being by car our first priority must be an effective public transport system.

Q2: 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?

- 2. No, as we have already said, the transformative solution is mass transit, not cycling.**



QUESTION PQ18

Subject: Mass Transit Plans

Q1. 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?

Reply:

The route has been informed by both the geological and economic studies. As you will have seen from reports that have been published, there are no final routes and there are options for both routes and modes of mass transit.

The combined authority is the lead for strategic transport and I am sure they will publish their reports and consultation very soon. Nobody has ever said it's not in the public interest.

The plans and finances are in place, it is now for the combined authority and the next committee based administration to deliver, Bristol should not be let down again.



QUESTION PQ19

Subject: Cycling Security

Reply:

Q1. 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?

Of course, theft is a matter for the police and security is also the responsibility of the owner. However we have plans to roll out a thousand bike hangers across the city.

The e-scooter tender will include e-bikes.



QUESTION PQ20

Subject: Walking and Cycling Commissioner

Q1. 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.

Reply:

You're comparing the combined authority level of governance with a unitary authority. Our combined authority is the lead for strategic transport and this is question better aimed at them.

We have our cabinet lead Cllr Don Alexander to take a city wide view of all the modes of transport to ensure a holistic and joined up network where possible.



QUESTION PQ21

Subject: Cycle Safety

Reply:

Q1. 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?

We are a global exemplar for cycling, with nationally high numbers of cycle commuters.

We've grown to 18% of journeys to work and stack up against most UK cities.

Q2. How would you reassure cyclists that Bristol is a safe place to cycle for all cyclists?

We can't do that – and nowhere can. We'll continue to improve infrastructure where we can, but you cannot design out all risks.

We want to make Bristol's transport network safe for everyone – those who walk, cycle, scoot, drive, etc.



QUESTION PQ22

Subject: Cycling Infrastructure

Reply:

Q1. When will you make this shared space work properly for both pedestrians & cyclists?

1. The city centre is a perfect example of a shared space, and everyone needs to show respect for everyone else.

It is a challenging area and could have been better designed by those involved at the time.

However, the fountains have some to end of life and we are looking at a redesign. An attempt to improve the area for pedestrians will be part of that work.

Q2 When will pedestrians & cyclists get proper provision?

2. All our developments and all our transport planning follow a transport hierarchy
 - Pedestrians
 - Cyclists
 - Horse riders
 - Motorcyclists
 - Cars/taxis
 - Vans/minibuses
 - Large passenger vehicles/heavy goods vehicles

We're talking about decades of transport planning which has contributed to our city's make up, and most of the city design when the car was king. We need to plan for a transport network for a 21st century, including reliable, frequent mass transit.



QUESTION PQ23

Subject: Citizen Assembly

Q1 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.

Reply:

We're unable to provide that due to resource constraints, however an updated report will be presented to Cabinet in the new year to update on the progress to date.

It is important to note only the accepted recommendations for the Citizens' Assembly are in train.



QUESTION PQ24

Subject: Brabazon Hangar

Reply:

Q1. 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 have every confidence that the YTL investment of up to £200 million demonstrates their commitment to building a world class arena.

They have widely promoted it and are committed to it and we are delighted that they are delivering it at no cost to the Bristol council tax payer and at no risk to the city.

We can confirm that the Mayor has no personal interest.



QUESTION PQ25

Subject: Safe Cycling

Reply:

Q1. 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?

Crucially, to be able to do something similar as Paris and other modern cities, we need an equivalent public transport network, which is why we have set out the ambition for a mass transit system which will transform transport in Bristol.

Roads are shared spaces – no user of them gets completely clear access to them at all times.

We do have segregated cycle lanes in many of our routes, and these continue to be developed and extended.



QUESTION PQ26

Subject: Rail and Buses

Reply:

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 werburgess Eastville park Stapleton Broomhill Fishpond. Oidbury court Downend.

Y 3 4 Bristol city centre st Paul st werburgess Eastville park Stapleton Frenchay winterbourne Frampton coterrell 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.

The Combined Authority is currently working with Network Rail to update the original planning application for North Filton Station, which will serve the new Bristol Arena at Brabazon.

These updates are to address comments from South Gloucestershire Council who will determine the planning application.

The updated planning application will be resubmitted to South Gloucestershire Council in December 2022 and will include a significant redesign of the proposed station footbridge.

A planning application for Henbury Station will be submitted to South Gloucestershire Council in late 2022 / early 2023

Bristol City Council approved the proposed Ashley Down Station in July 2022 in response to a 'prior approval' notification for Permitted Development

