

# Member Forum

## 11 March 2025

### Questions and replies



#### **Procedural note:**

Councillors are entitled to submit up to 2 written questions each.

- The questions submitted and written replies are enclosed.
- Councillors are also entitled to ask a maximum of 2 supplementary questions at the forum. A supplementary question must arise out of the original question or answer given.
- Via the group leaders / whips, questions have been submitted in priority order.
- At the forum, the asking of supplementary questions will be rotated between the political groups that have submitted questions, taken in priority order.



**Question to the Chair of the Public Health and Communities Committee**

**From Councillor Ed Fraser, Eastville Ward**

**Subject: Public Toilets**

1. Could officers confirm how many previously closed toilets could be reopened with a capital spend of £1m and a revenue spend of £319k per annum?
2. How many of the toilets closed by the Labour administration in 2018 could still be reopened, and please list their location

**Written response**

- Since 2011 30 public toilets have closed and 5 of this number have had their ownership transferred. Of the remaining 25 public toilets that have been closed, 5 are being used by Bristol Waste to provide cleansing equipment storage and office space for their cleansing operatives delivering local street cleansing services. A further 9 toilets were in buildings that are now closed.
- The council would need to undertake a new study to assess the feasibility of re-opening public toilets, which would include surveying facilities that have been closed in some instances since 2012, with many being in poor condition (when they closed). This study would also model how any re-opened public facilities would be maintained, cleansed and define the estimated budget required.



**Question(s) to the Chair of the Transport and Connectivity Committee****From Councillor Renhard, Horfield Ward****Subject: A38**

In November 2024, I tabled a question to Member Forum to request an update on the resurfacing of the stretch of the A38 (Filton Road) by the Dorian Road junction. The Labour administration set funding aside and committed to fixing it this financial year, which would mean completion by March 2025.

In a response, to that question, I was told:

- *“Funding has been put aside to undertake resurfacing of the A38 at the Dorian Road junction*
- *Works have been delayed due to planned utility works as we do not want to resurface for it to be dug back up shortly after.*
- *We are awaiting details of the extents and dates of the gas works with the aim of coordinating works.*
- *The Team will re-inspect and consider undertaking remedial patching to remove any immediate safety concerns.”*

Residents have been waiting long enough - please can Councillor Plowden confirm that the funding has still been put aside and not spent on other projects, along with the dates the resurfacing works will take place?

**Written response**

- Works were postponed this financial year due to uncertainty with utility works that would have resulted in the surfaced area being dug up.
- As funding is typically allocated annually, the budget has been moved to other priority surfacing sites, with the work currently ongoing.
- The junction of Filton Road and Dorian Road remains a priority site which will be considered once we have certainty regarding utility works.
- As a priority site, future funding will be allocated as surfacing budget is made available.



**Question(s) to the Chair of the Environment and Sustainability Committee**

**From Councillor Sarah Classick, Hengrove and Whitchurch Park**

**Subject: Bin collections**

1. Residents across the city continue to experience late or lacking collections of waste and recycling. Could the Chair of the Environment and Sustainability Committee please provide an update on the measures planned to improve the service, and the efficacy of those already implemented.

**Written response**

- There were significant service performance issues relating to waste and recycling collection services during December 2024 and January 2025.
- Improvement plans and mitigation have been implemented to address poor service performance. Delivering a reliable and efficient collection service is a priority for Bristol Waste. The following activity will enable future performance to be improved:
  - Planning consent has been approved for extended operations at the bulking facility at Albert Road Depot. This will improve service resilience.
  - The new bulking facility in Avonmouth should be operational in April 2025 which will improve reliability, resilience of bulking service and reduce travelling and queuing times for vehicles.
  - Updated maintenance programme for the vehicle fleet.
  - Renewed focus on the monitoring of collection delivery with a focus on workplace culture and motivation.
  - Continue to provide (if required) an evening collection service resource to ensure all collections are delivery by the end of each week.



**Question(s) to the Chair Environment & Sustainability Cttee**

**From Councillor Mark Weston (Henbury & Brentry)**

**Subject: WASTE & RECYCLING COLLECTION CONSULTATION**

1. Please can the Chairman explain why the change choices presented to the public were so limited (both of which envisage a reduction in round frequency)?
2. At the end of this engagement exercise, should the majority of responses received from various sources be for "No Change", will the Green-led Administration respect this outcome?

**Written response**

1. The Client Team and Bristol Waste have reviewed the most effective ways to reduce waste, increase recycling and reduce our disposal costs for presenting waste to incineration whilst also looking to the future avoided costs for fossil fuel rich waste being incinerated. Three and four weekly collections have been proven at other local authorities as the most effective change.
2. The consultation has asked residents their view on the different collection frequencies. The consultation does ask many other questions relating to the level of support required to support a change in collection methodology and future options of recycling.
3. The all-party committee reviewed the draft consultation and the questions to be asked in November. This ensured many revisions were adopted and therefore incorporated in what has been consulted by the council.



**Question to the Chair of the Homes and Housing Delivery Committee****From Councillor Shona Jemphrey, Lawrence Hill Ward****Subject: Bouverie Court**

As reported widely in the press, residents of Bouverie Court have been left in shock after being told that they need to find somewhere else to live by March 2026. The building, run by the housing association Elim Housing, has serious faults which mean that it is going to be demolished. Residents are, of course, extremely concerned, particularly as some waited years on the council housing waiting list before getting their flat.

1. What is being done by the council to find housing for the people who need to move? Residents currently feel in the dark and worried about their future.
2. What is being done about new buildings to make sure that this does not happen again? This block of flats was only built in 2011, so for it to need demolished so soon is a huge waste of time and resources that could have been avoided.

**Written response**

- Homechoice are working with Elim HA to ensure all impacted on residents are registered on the Housing Register.
- Homechoice Manager has met with Elim Senior Management to agree a joint plan to support rehousing requests from residents.
- Homechoice will escalate all new Housing Register applications for early assessment of Band award. All applications will be tracked to ensure none are delayed in assessment.
- All assessed housing applications will receive a band award and be active for placing bids on alternative properties, using the Homechoice system.
- There are several points of failure at Bouverie Court that have been identified by Elim and have led to the decision demolish the building. These relate to materials in relation to fire safety, roof design details and quality of construction.
- Understanding of materials and design has changed significantly since 2011, including the relevant Building Regulations associated with this. Fire Safety and design has generally higher standards of requirements with regards to statutory compliance with Building Control to monitor these.
- It remains the responsibility of the developer to ensure that quality of construction on site is secured as well as meeting their statutory obligations under building regulations. This is achieved by effective site management and the inspection regimes / oversight through the Clerk of Works and Employers Agent roles and the use of better-quality materials



**Question(s) to the Chair of the Environment and Sustainability Committee****From Councillor Self, Southmead Ward****Subject: Missed Collections**

There are a number of roads in Southmead (e.g. Shetland Road, Delvin Road) that seem to consistently suffer from bad waste collection. Just this week I had an email that said:

*Since 24<sup>th</sup> January, our street's recycling has been collected precisely once, meaning that we have had one collection in a period where we should have had five. As a household of three adults, we recycle as much as we possibly can, but this now means that our recycling boxes are full to bursting and we can no longer fit any more waste in them. We are therefore left with the choice of either disposing of our recycling in our black wheelie bin, which rather defeats the point of recycling, or storing waste in the house until such time as the boxes are emptied, which is an utterly unacceptable situation for Bristol City Council ratepayers to be in. With this in mind, I have the following question for both the Council and the Bristol Waste Company:*

Why has our recycling not been collected for two weeks, for the second two-week period in a row, and what is the administration doing to rectify this?

**Written response**

- There were significant service performance issues relating to waste and recycling collection services during December 2024 and January 2025.
- Improvement plans and mitigation have been implemented to address poor service performance. Delivering a reliable and efficient collection service is a priority for Bristol Waste. The following activity will enable future performance to be improved:
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  - Updated maintenance programme for the vehicle fleet.
  - Renewed focus on the monitoring of collection delivery with a focus on workplace culture and motivation.
  - Continue to provide (if required) an evening collection service resource to ensure all collections are delivery by the end of each week.



**Question(s) to the Chair of the Strategy and Resources Committee****From Councillor Caroline Gooch, Westbury-on-Trym and Henleaze****Subject: Employer's National Insurance Contributions**

1. What is the best estimate of the financial impact on the council and service users of the Labour Government's decision to increase employers' National Insurance contributions without mitigation for services commissioned by the council, such as personal care and leisure centres?

**Written response**

The impact of the cost increase on directly employed staff by Bristol City Council from NIC changes is a budgeted £6.56 million pressure. The 'protection' funding in the local government settlement includes a £4.15 million contribution to this, leaving a shortfall of £2.41 million.

Other pressures are more difficult to assess. The burden of NI changes, alongside increases in the National Minimum/Living Wage rates upon care providers present real challenges through the cost of delivery. The council's 2025/26 budget includes a provision of £9.3m for ASC provider inflation that is intended to support the sector with these challenges. The allocation of this will be discussed in the ASC Policy Committee in March. We will be carefully monitoring the impact of changes on service providers and the public. There is no financial impact on the council across its main leisure contracts.





**Question(s) to the Chair Transport & Connectivity Cttee****From Councillor John Goulandris (Stoke Bishop)****Subject: LOCAL ROADS MAINTENANCE****MISSING ROAD MARKINGS**

Julian Road in my ward is a busy 'through' road and is part of the No.4 bus route. Following works to the highway last year there was a commitment to repaint the white lines delineating the lanes of the highway, the 'SLOW' sign (on Church Road close to its junction with Julian Road), junction white lines etc. I understand additional white line painting capacity has now been obtained for the Council.

1. Can the Committee Chairman please provide an approximate timescale for when this much needed white line refreshing will be undertaken?

**SELF-HEALING ASPHALT ROADS**

Feedback from residents suggests that pothole repairs rarely last longer than 12 months. The pattern invariably is the re-opened pothole is reported, repaired, but within the following 12 months it re-appears.

1. Has any work been undertaken to establish the average life of a successful pothole repair and, if this is typically just 12 months as residents suggest, what consideration has been given to alternative pothole repair methodologies such as self-repairing materials made from biomass waste?

**Written response****MISSING ROAD MARKINGS**

- We have employed additional contractor resource to carry out maintenance of road markings, although progress is slower at this time of year due to wet weather and gritting salt which is on the road network.
- We are prioritising main roads, working on a ward basis, where we are selecting wards based on the number of enquiries received.
- Other work which is not on main roads is being selected based on condition and whether they are safety related in order to prioritise.
- We do have a significant backlog of work, so are having to prioritise. We don't want to divert from our current strategy, as that slows progress.
- We will ensure that the Work on Julian Road is on our maintenance list and scored accordingly.

**SELF-HEALING ASPHALT ROADS**

- Bristol City Council has a policy of undertaking permanent repairs on defects where this is possible. Repairs are guaranteed for 12 months.
- There may be occasions where temporary repairs are undertaken due to traffic management requirements or the overall condition of the road.



- In some instances, a repair may fail due to the surrounding road condition. In this case the guarantee is not applicable.
- If the councillor or member of the public is aware of specific repairs that have failed prematurely, please can these be sent to [highway.traffic@bristol.gov.uk](mailto:highway.traffic@bristol.gov.uk)
- Bristol has a good record of trialling new technologies and methods and are happy to look at new developments.
- Self-repairing asphalts are still in development but the claims are impressive. We will work with our contractors and supply chain to consider whether these are suitable for future use.



**Question to the Chair of the Transport and Connectivity Committee**

**From Councillor James Crawford , Southville Ward**

**Subject: Bikehangers**

Bishopston is receiving two new bike hangars, however from conversations from residents there is a lot of untapped demand for more.

1. How many spaces have been rented out from the most recent round of bike hangars?
2. How can we get more hangers in Bristol?

**Written response**

- 227 spaces have been rented out which leaves 13 spaces available from current round of 40 installations of 6-bike hangars.
- We are working with the West of England Combined Authority to secure funding for further bike hangar installations across the city and will update on this shortly.



**Question(s) to the Leader of the Council****From Councillor Breckels, St George Troopers Hill****Subject: Nicholas Wanderers Football Club**

I have been doing my best to help Nicholas Wanderers Football Club secure a new lease for their Pavilion in Dundridge Park, in my ward, for more years than I care to remember.

We would think we were making progress before the Council would throw another curveball at them, delaying matters for months at a time. During Lockdown the club's members invested around £90,000 of their own money and labour in transforming the pavilion into a venue that could also be used by the wider community. Basically giving the area a free community centre for use when football matches are not being played. I was still having to fight tooth and nail to get any progress at all.

Before we left office a team was put in place to process these transfers, and the Heads of Terms needed for a new lease were agreed last October. With those agreed, Nicolas Wanderers were told that drawing up the new lease would now be a cut and paste job.

Since then, the team has been dissolved and Nicholas Wanderers have heard nothing.

They are stuck in limbo, unable to access £65,000 in Sports Asset Transfer money, unable to access £80,000 in CIL funding granted years ago, unable to proceed with any further works, unable to progress with planning permission to extend the pavilion with the number of changing rooms needed going forward. They now risk losing players to other clubs not being held back in this way.

Can you explain why the team dealing with the sports Asset transfers was dissolved before the transfers were complete?

When, and how, will the Sports Asset Transfers be finally be sorted out?

**Written response**

The Sports Asset Transfer involves a cohort of nine sports assets being transferred simultaneously to eight sports clubs and a community interest company. The project provides support to clubs through the process.

- Because of the high levels of support some clubs have needed, the high workload within Council service areas vital to the process, and our successful pursuit of grant funds to support clubs' ambitions, the project has taken longer than expected.
- The project staff budget is now expired but in large part their work is done, and this is not the cause of slow progress. We are in the process of resetting our resources to help keep clubs in touch with what is happening and continue to move forward.



- Nicholas Wanderers has received revised Heads of Terms for a simple 30-year lease renewal which they have said is their immediate priority. If agreed, this will allow the release of council funds to upgrade those facilities. Funds tied to the planned provision of new facilities are already allocated and ringfenced to the club and are available for release when the building is due to be constructed in line with a Building Agreement.



**Question(s) to the Chair of the Transport and Connectivity Committee**

**From Councillor Stephen Williams, Westbury-on-Trym and Henleaze**

**Subject: Residents' Parking Schemes**

1. Many residents in Westbury Park, Henleaze and Westbury on Trym would like residents' parking schemes to prevent commuter and other inappropriately parked vehicles. The imposition of parking charges at Westbury Hill car park, with the potential for displaced parking, has magnified concerns. Could the Chair of the Transport and Connectivity Committee please set out a timeline for consultation on, and potential implementation of, residents' parking schemes in Westbury & Henleaze ward.

**Written response**

- We are looking at how best to bring forward further residents parking schemes for those communities that want and would benefit from them and how we fund and resource them
- Options will be developed over the next few months and as part of that process we will seek to prioritise which areas are most in need of residents parking schemes. I hope to be able to bring an update to the July Committee along with a method of prioritising where we invest



**Question(s) to the Chair Transport & Connectivity Cttee****From Councillor Jonathan Hucker (Stockwood)****Subject: PARK STREET BUS GATE PLAN**

The latest design for this central part of the planned upgraded No.2 bus corridor (A37/A4108) has attracted serious opposition from local businesses located on Park Street.

1. Can the Chairman explain why the hare-brained idea of a bus gate and restriction of traffic is being pursued despite overwhelming criticism of the scheme produced by the "Have Your Say" formal public consultation back in 2022?
2. Who is responsible for making this decision?

**Written response**

- The Park Street Bus Gate proposal is a key element of Work package 3, and the wider A37/A4018 Stockwood to Henbury Strategic Corridor Project which seeks to significantly improve sustainable transport provision along the A4018 and A37 corridors
- The Public Consultation that took place from November 2021 to January 2022 revealed that 45% (205) Strongly Agreed/Agreed with 49% (224) Strongly Disagreeing/Disagreeing;
- Whilst there has and will inevitably be criticism from some, the proposals have also received praise, support and a measured response from others, and we have worked hard to take on board the issues raised in the initial consultation and make significant changes that are laid out in the engagement report we published earlier this year
- In order to decarbonise the transport network and provide better accessibility via sustainable modes for all we need to deliver ambitious schemes such as this that seek to rebalance the provision of road space across the city and prioritise sustainable modes
- There is ample evidence from around the world that reducing traffic impacts on shopping areas enhances their viability rather than detracting from them, Cotham Hill and Princess Victoria St being good local examples of this.
- Over the past year, First Bus report that the delays on Park Street have increased peak time journeys by an extra 10 minutes, making bus travel less attractive and affecting people all over the city whose buses use park street as part of their route.
- A paper was taken to Transport and Connectivity Committee on 11 June 2024 recommending that that officers proceed with the procurement and development of the Full Business Case and to start engaging with stakeholders on the proposals. This recommendation was approved by the committee.



- The decision as to whether to proceed with the scheme will be taken by the Transport and Connectivity Committee and this is scheduled for the March Committee.





**Question to the Chair of the Strategy and Resources Committee**

**From Councillor Ellie Freeman, Bedminster Ward**

**Subject: NDAs**

In a previous members forum on January 14<sup>th</sup>, Cllr Morris asked about NDAs. The response was that 59 members had left the council over the last five years having signed an NDA. NDAs are a real issue, preventing institutions having to reflect, learn or change behaviours.

Could you clarify:

1. How many NDAs have been issued since the last date of that data (I don't know what the cut off date of the data was)?
2. The breakdown of those NDAs by service, ethnicity and gender (unless this could risk identifying individuals).

**Written response**

- The previous figure covered the 5-year period up to 31 December 2024. Since that date a further 2 NDAs have been processed. Any more detailed analysis would risk identifying individuals.



**Question(s) to the Leader of the Council****From Councillor Tait, Hartcliffe and Withywood Ward****Subject: Trolley Parks**

Hartcliffe and Withywood are areas of socio-economic disadvantage with low car ownership, making it difficult for many residents to access supermarkets. As a result, people often take trolleys home out of necessity, as they have no other means of transporting their shopping. However, without designated return points, these trolleys are frequently abandoned, contributing to litter and pollution in local green spaces and waterways. This issue is exacerbated by the area being a food desert, where limited access to affordable, healthy food further impacts residents.

Young people in BS13 have been calling for the installation of trolley parks, which would provide a designated drop-off point for residents and enable supermarkets to collect trolleys more efficiently.

Can the Leader of the Council confirm how much of the Housing Revenue Account Environmental Improvements fund has been spent this municipal year?

Additionally, could this fund be used to support a community-led initiative to install trolley parks to help address this issue?

**Written response**

- The Environmental Improvement Bid (EIB) for 2024/2025 has committed its £119,500 budget to projects benefiting Bristol City Council (BCC) tenants and communal areas on Housing Revenue Account (HRA) land.
- Trolley parks are not typically considered under EIB proposals. However, they could be considered on HRA land with resident consultation and partnership with local supermarkets.
- Supermarkets would need to fund, manage collection, and ensure the return of trolleys.
- Any potential site would need to be locked to prevent fly-tipping, with keys given only to residents.



**Question(s) to the Chair of the Homes and Housing Delivery Committee**

**From Councillor Nicholas Coombes, Westbury-on-Trym and Henleaze**

**Subject: Downs vehicle dwellers**

1. The recent caravan fire on the Downs emphasises the need for safe and serviced sites for van and caravan dwellers, so that they can move away from the Downs and other inappropriate locations. Could the Chair of the Homes and Housing Delivery Committee please update when serviced sites, temporary or permanent, are likely to be made available.

**Written response**

- Following the report to Homes and Housing Committee on the 14<sup>th</sup> of February 2025, work is currently underway to bring forward sites that can be used for temporary and permanent use for vehicle dwellers.
- Proposed temporary or permanent sites will require a planning application to be submitted and approved before new sites can be opened and used.
- Two sites which will be used as a temporary location for vehicle dwellers are currently with planning and will hopefully be approved for use in the next few months.
- Work has yet to start on identifying locations where serviced sites where vehicles can stop to fill water containers and empty rubbish and foul waste containers.



**From Question(s) to the Chair Transport & Connectivity Cttee**

**From Councillor Richard Eddy (Bishopsworth)**

**Subject: PARK STREET BUS GATE PLAN**

1. What are the reasons for rejecting alternatives to the Park Street bus gate – for example, improvements to bus priority measures rather than loss of road space?
2. How will the success or failure of the bus gating installation be measured – particularly if it simply results in the closure of traders?

**Written response**

- The alternative options presented at the public consultation stage in 2021/2022 were considered sub-optimal for various reasons;
- The opportunities to improve the pedestrian environment, improve cycling conditions and prioritise buses were compromised by the retention of through traffic in one or both directions on Park Street;
- The option being taken forward as part of the Full Business Case delivers against all the project objectives, primarily because the reduced through traffic in both directions presents the opportunity to widen the pavements making Park Street a safer and more pleasant pedestrian environment, prioritise buses and improve cycling safety as well as introduce new areas of public realm, which will encourage people to dwell on Park Street, and spend more money.
- There is research from all over the world, including Bristol that demonstrates that traders tend to overestimate the number of people who come by car and underestimate the number of people, who arrive by other modes of transport Evidence shows that people who arrive by other modes spend more time and money on high streets than people who arrive by car
- A Monitoring & Evaluation Plan, and a Benefits Realisation Plan have been produced as part of the Full Business Case;
- This will be reviewed and updated as appropriate over the life of the project, in discussion with the Mayoral Combined Authority;



**Question to the Chair of the Homes and Housing Delivery Committee****From Councillor Shona Jemphrey, Lawrence Hill Ward****Subject: Community Rooms**

For years, residents of council housing have been asking for increased and improved access to their community rooms. My ward of Lawrence Hill suffers from some of the worst overcrowding in the city and for many people in tower blocks, the community room is the only viable and affordable space for the larger gatherings which are so precious and vital for maintaining community spirit – a birthday party, or a campaign organising meeting, or a funeral celebration. Currently only members of staff can lock and unlock the rooms, which limits the times that they are available to residents – particularly in evenings and weekends, which is when there is actually the most demand for them. Sometimes, particularly in the case of a funeral, the event must be organised quite quickly and there is not enough time to arrange for a caretaker to be present.

I understand that in the past, community rooms were at times left untidy with unauthorised individuals gaining access, compromising the safety of the blocks. However, we need to find a way forwards to a system where residents can book and use them safely, perhaps with some established residents taking responsibility for making sure the rooms are left clean and tidy. I understand that the housing team are looking at options around this.

1. Could we get an update as to where we are up to with this, and when we might expect proposals around this to come forward?

**Written response**

- A refreshed draft proposal for booking community rooms has been in development, which includes a new online booking process and will be shared with internal stakeholders for comment this month.
- This will be completed by the end of March 2025 where it will follow our governance decision pathway for approval.



**Question(s) to the Chair of the Homes and Housing Delivery Committee****From Councillor Kollar, Bishopsworth Ward****Subject: Housing Crisis**

I have heard from residents who want to rent a flat in the private rented sector, and make enough money to afford rent, but are unable to do so, due to the need for a guarantor who makes over £24,000. There are many young people across Bristol who won't have a relative who earns this much. Without a guarantor, their only option is joining the 21,000 people on the council housing waiting list and living at home in the meantime.

Please can you outline any support available, either from the council or other organisations, for people in this situation?

**Written response**

- Tenants must typically earn 30x the monthly rent in annual pre-tax income to qualify without a guarantor.
- Guarantors need to earn 36x the monthly rent annually (e.g., for £1,000 rent: tenant needs £30,000, guarantor needs £36,000).
- Options for those unable to provide qualifying guarantors include seeking cheaper properties or increasing personal income.
- Alternative solutions include using paid rent guarantor services or providing rent in advance for the fixed term (though this may soon be prohibited).
- Benefit recipients can include this income in affordability calculations and should check eligibility using the [Benefit Entitlement Calculator](#).
- Bristol City Council's Private Renting Team may offer interest-free loans covering up to six months' rent in advance for homeless individuals or those at risk of homelessness.



**Question(s) to the Chair of the Environment and Sustainability Committee**

**From Councillor Nicholas Coombes, Westbury-on-Trym and Henleaze**

**Subject: Missed bin collections reporting system**

1. The online system for reporting missed waste and recycling collections is frustrating and repetitive, garnering complaints from residents already let down by failed collections. Could the Chair of the Environment and Sustainability Committee please explain how and when this reporting mechanism is to be streamlined.

**Written response**

- There are challenges with the user-ability and functionality of the current webforms. This can be frustrating to the user / residents.
- The Waste Client Team is reviewing options for re-designing the webforms to reduce user repetition, enable proactive messaging to residents about dropped road and improving reporting.
- Unfortunately, the costs for implementing IT de-design and webforms are high. Funding sources are being considered.
- This issue is being considered alongside the current consultation of waste and recycling services.



**Question(s) to the Chair Transport & Connectivity Cttee**

**From Councillor Henry Michallat (Stoke Bishop)**

**Subject: PARK STREET BUS GATE PLAN**

1. Does the Chairman recognise that trust in politicians and participation in democratic processes is seriously undermined if the results of consultations are simply ignored?
2. What opportunity will those still opposed to this move (particularly the “We Will Leave” campaigners) have to reverse it as part of the TRO process?

**Written response**

- The results of consultations are not ignored, it is through the active engagement and contributions from our citizens that we can make informed and balanced decisions. In our engagement report we set out how we have listened carefully to the public and to traders and made changes in response to their concerns.
- I met with traders and the Business Improvement District, including Waitrose, the Hippodrome, St Georges, the Marriott Hotel and a managing agent who manages many of the properties on Park Street and the Triangle to listen to their concerns, and we were able to deal with many of them, and my impression was they left reassured and we have taken their concerns on board. .
- Later this month I am meeting again with the BID and some of the smaller traders, specifically those who have expressed concerns to hear their views. If there are further tweaks that need to be made to the scheme then I will be happy to discuss them with the team
- The purpose of the Traffic Regulation Order (TRO) process is to invite objections to ensure that all views and concerns the public and other stakeholders have are fully considered before making a decision to either; a) modify the proposals to improve the schemes effectiveness and fairness; b) proceed with the proposals as advertised; c) abandon the proposals.





**Question to the Chair of the Transport and Connectivity Committee****From Councillor Christine Townsend, Southville Ward****Subject: Ashton Ave Bridge**

With Vauxhall Bridge closed for repair and an official diversion being Ashton Ave Bridge. The call from our youth council reps across the city raising street safety and lighting as a concern, and lone residents, especially women asking about sustainable transport routes being properly lit.

1. Can the chair give a date as to when the cats eyes on Ashton Ave Bridge will be repaired?

**Written response**

We have checked and there and have never been Cat Eyes along the section being referred to. There are currently three Street Lights on the Ashton Avenue Bridge itself and two lighting columns on each abutment approach to the bridge, so all lighting levels are in accordance with National standards.

Due to the road speed in this section there is no requirement for Cats Eyes and as this is an ecology corridor, we are prevented from increasing the lighting levels

This enquiry may refer to previously installed solar lights which were installed on the festival way. These were free installed at the time as a trial. These were found to be very inefficient and the authority received many complaints within 2 years of the lights not work or breaking. It is not sustainable to maintain the infrastructure and it does not meet and safety guidance or standards and as such there is no budget or resources to replace the solar lights.



**Question(s) to the Chair of Homes and Housing Delivery Committee****From Councillor Self, Southmead Ward****Subject: Lanercost Road**

Recently, van dwellers have moved to a site on Lanercost Road, Southmead. Shortly after, council officers cut down a section of the hedgerow and installed a gate to make it easier to access the site. Residents have told me that van dwellers told them the council encouraged them to move from a site in Lockleaze onto Lanercost Road. It seems clear that this is now a de facto meanwhile site for van dwellers.

This is despite the fact the site is allocated for housing, and that planning permission is required to establish meanwhile sites for van dwellers - and the council has not received planning permission for this site.

When was Councillor Parsons first made aware of this, and does he have full confidence that the proper process has been followed at all times?

**Written response**

- Councillor Parsons was briefed on proposed evictions on the 18<sup>th</sup> of November 2024 from unauthorised encampments in the lockleaze/Southmead wards.
- Possible sites that could be used as temporary and permanent vehicle dweller locations, across Bristol were also discussed.
- The encampment at Lanercost Road is not a formal or informal meanwhile site. It is an unauthorised encampment occupied by vehicle dwellers without agreement or approval of the Chair of the Homes or Housing Committee or officers.
- Housing Delivery installed a gate in the boundary hedge of the site to enable investigation work to be undertaken to determine whether the site could be used for permanent housing.
- Shortly after the gate was installed, vehicle dwellers entered without permission.
- Councillor Parsons knows that the proper process has and will continue to be followed throughout.
- Action is currently underway to remove the group from this unauthorised encampment.



**Question(s) to the Chair of the Economy and Skills Committee**

**From Councillor Jos Clark, Brislington West**

**Subject: Bristol Hill planters**

1. Under the High Street Recovery fund, we understood that our ward was to get planters on Bristol Hill as part of a series of environmental improvements. We are very keen to see these installed, and hope that they are in the pipeline. Can we please have an update on the project's status and timeline?

**Written response**

- 4 large trees will be planted in planters on the footway on the section of Bristol Hill between the White Hart pub and Kenneth Rd, in places where the footway is wide enough.
- The trees will be Liquidambar and be over 4m high when first planted.
- The planters will be Corten steel and 1.4m x 1.4m x 0.8m high.
- Planting will be carried out by Tree Bristol and include 10 years maintenance and watering.
- These will be installed during week beginning 24th March 25.



**Question(s) to the Chair Transport & Connectivity Cttee**

**From Councillor Bador Uddin (Henbury & Brentry)**

**Subject: PARK STREET BUS GATE PLAN**

1. In what way have the updated plans accommodated the concerns of businesses on Park Street over the loss of passing traffic trade?
2. What cost-benefit assessment has there been on the economic impact of introducing these vehicle restrictions for this shopping area?

**Written response**

- The updated plans now include more detail regards the design of the many public realm areas that will include expanded footways, additional greenspace, trees and planters and benching and seating areas. In addition, more detail has been provided for increased cycle and scooter parking.
- Together these measures produce conditions to increase dwell time in the area by providing more options for pedestrians and cyclists.
- The improvements of the bus priority network will lead to a greater frequency of buses passing through the corridor carrying more passengers, far more than the same space will accommodate people arriving by car. The increased numbers of public transport and active travel users utilising the corridor will increase passing trade from those transport modes. General traffic will still be able to access and park on Park St.
- In accordance with the Department for Transport (DfT)'s Transport Appraisal Guidance (WEBTag) and the Mayoral Combined Authority's Assurance Framework, a Full Business Case has been produced assessing the costs and benefits of the proposals. The FBC will be published with other March committee papers and it shows a very high return on investment on both amenity and transport grounds.
- In addition to the FBC, project officers commissioned an Economic Benefits Review to assess the potential direct and indirect economic benefits of the proposals.



**Question to the Chair of the Transport and Connectivity Committee**

**From Councillor Christine Townsend, Southville Ward**

**Subject: Blocked Drains**

1. The drain on Duckmoor Rd has been requested for a clean for over 3 years - what is the problem with this service and when will this drain get cleaned?

**Written response**

- We are looking into the history of gully cleansing on Duckmoor Road, specifically those near the junction of North Street, as Councillor Townsend has advised those are the ones which she is referring to. The team will respond directly to Councillor Townsend once we have fully investigated this matter. We will be advising of what needs to be done to sort the blocked road gullies following the site investigations with CCTV and probes.
- Lessons have been learnt from the previous contract and these have been captured and embedded in the procurement for the new service



**Question(s) to the Chair of the Environment and Sustainability Committee****From Councillor Renhard, Horfield Ward****Subject: Clothing banks off the A38 and fly tipping**

Since summer 2024, there has been regular fly tipping by some clothing banks off the A38 (by the entrance to the BT Depot), which seems to be attracting the fly tipping. Residents have regularly raised complaints, requesting the clothing banks are removed (which largely look like they are not charity clothing banks). Removing fly tipping has a cost, and in this location the common sense solution appears to be to remove the clothing banks. Two were removed week commencing Monday 24 February (with another one appearing).

Please can you confirm:

- The total cost of removing fly tipping from this location since 1<sup>st</sup> April 2024?
- The amount of this cost that has been recovered?
- The number and amount of fines issued to fly tippers that have been identified at this location?
- The date by which the remaining clothing banks will be removed?

**Written response**

- Since 1 April 2024 Bristol Waste has visited this location to remove fly tipping 15 times. 8 visits are listed as being duplicates which means the fly tip was not there or already removed when crews attended. 4 visits show that crews attended but were unable to complete the removal request and 3 visits show that fly tip was removed.
- The cost of removing the fly tip from the location was £1342.67 which includes the cost of disposal.
- None of this cost has been recovered. The Neighbourhood Enforcement Team has received evidence relating to one vehicle involved in the fly tipping, however, upon investigation this vehicle was found to be unregistered.
- Other incident information and evidence has been shared with NET to help assist in the identification of the fly tippers, but this has not been enough to support the issuance therefore no fines have been issued for fly tipping at this location.
- We have requested the removal of the clothes banks but due to their size we have had to engage an external contractor to remove them. Therefore, the clothing banks will be removed on 6 March 2025.



**Question(s) to the Chair of the Transport and Connectivity Committee**

**From Councillor Jos Clark, Brislington West**

**Subject: Cycle hangars**

1. In Brislington West, we have recently had some cycle hangars installed on our roads. We would be very interested to find out data on the take up rate for hangar spaces and if there are waiting lists for spaces across the city. This, coupled with information on enquires for spaces in Brislington, would give us a picture of how popular these cycle hangars are and where potential future hangars might best be placed.

**Written response**

- 227 of 240 spaces are already taken up across the 40 new 6 space hangars. Within the first 90 minutes of turning on the booking system 200 of the spaces had been booked.
- The supplier stated the demand & traffic on their site surpassed anything they've ever had before, even compared to the London Boroughs As a result the site was caused to run a little slower due to the traffic & the number of people trying to book spaces, for which we apologise
- This clearly demonstrates that we have a lot of existing demand across the city for cycle hangars.
- We are developing a cycle hangars policy to assist with the further role out of cycle hangars and are working with the West of England Combined Authority to secure funding for delivery of more cycle hangars. We will update about this shortly.



**Question(s) to the Chair Transport & Connectivity Cttee**

**From Councillor Graham Morris (Stockwood)**

**Subject: PARK STREET BUS GATE PLAN**

1. What mechanisms will be in place to review and/or adapt this scheme in the event of negative outcomes?
2. Does the Chairman accept that the bus gating may result in longer journey times for residents or commuters who currently rely on Park Street for general access, not just bus users?

**Written response**

- A Monitoring & Evaluation Plan, and a Benefits Realisation Plan have been produced as part of the Full Business Case;
- This will be reviewed and updated as appropriate over the life of the project, in discussion with the Mayoral Combined Authority.
- The proposals seek to reallocate road space to public transport, active travel and public realm and as a result change how users access and navigate through the area;
- This will inevitably change existing travel patterns in different ways for all users including residents, commuters, bus users, pedestrians and cyclists;
- Access to Park Street for any vehicles not permitted through the Bus Gates will be via St Georges Road;
- Under the current proposals, all vehicles will be permitted to exit Park Street at both ends. Some additional journey times may result for car drivers, but with the limited space we have in the city it makes sense to try and use it for buses which carry up to 90 times more people than a car for a very small relative increase in space.
- If there are clearly negative outcomes attributable to the scheme we will be able to adjust the bus gates which are principally paint and sign based interventions, but we will need time for the effects to bed down
- This is part of a suite of measures to improve bus journey times across the City Centre, all of which show long term economic and time benefits using DfT appraisal methods
- If we want to revive our high streets then the experience of streets in Bristol and across the world is that maintaining them as a busy transport corridor for through traffic and “general access” is does not make for a high quality public realm in which people want to spend time and money





**Question to the Chair of the Public Health and Communities Committee****From Councillor Yasin Mohamud****Subject: Dentists, pharmacies and GP surgeries in Lawrence Hill**

There is a shortage of healthcare provision in Lawrence Hill, especially dentists, pharmacies, and GP surgeries. One of our local pharmacies closed down in the last couple of years, putting further pressure on the remaining ones. Residents are very concerned about the future, particularly as we are expecting a large influx of new residents with all the developments around St Philips and Temple Quarter (including several purpose-built student accommodation blocks which will bring in hundreds if not thousands of new residents).

What is the current plan for more provision to keep up with the escalating demand? What can the council and residents do to secure better services?

**Written response**

- The council works with the Integrated Care Board (ICB) to understand existing provision and the impact of and opportunities from development and regeneration in creating further demand but also new possibilities for meeting requirements.
- The council, the ICB and the Temple Quarter team are in current discussions to understand need and provision arising from this part of the city and how to best address this in light of existing and emerging development proposals and later regeneration phases.
- The ongoing discussions are also exploring a variety of delivery mechanisms for bringing forward additional health infrastructure in a timely fashion. The provision of space within new developments, financial contributions through Strategic Community Infrastructure Levy and/or section 106 contributions are all being considered as part of this. At the same time there are also significant viability challenges which will need to be successfully resolved in order for development to be realistically deliverable.



**Question(s) to the Leader of the Council**

**From Councillor Dudd, Southmead Ward**

**Subject: Land by Shetland Road**

There is a plot of land off Shetland Road that I have recently submitted a planning enforcement complaint against as a large fence has been erected without permission. It turns out that there is no owner of this land registered on the Land Registry and planning enforcement have been unable to trace who has installed the fence. I am concerned that a private individual is trying to establish ownership of this site for their own personal benefit.

Can the council via legal services or any other relevant department take on and register ownership of this land on behalf of the people of Bristol?

There are a number of good community uses that this land could be used for if we did this.

**Written response**

- The Local Planning Authority is investigating the enforcement complaint regarding the fence and considering available options.
- Regarding the acquisition of the land by the Council, title investigations would need to be undertaken to see if an owner could be found in order to agree a purchase from them.
- If no owner can be found, then the Council would have to acquire the site by Compulsory Purchase Order and would need to build a case for acquisition of the site under an identified power to demonstrate that taking ownership was in the public interest.



**Question(s) to the Chair of the Transport and Connectivity Committee**

**From Councillor Clarke, Bedminster Ward**

**Subject: Luckwell Road / Winterstoke Road junction**

The junction of Luckwell Road and Winterstoke Road, next to Redpoint climbing centre, is very dangerous and needs attention. Such a significant junction would likely need a holistic approach to remediating, and would be too expensive for a local CIL project.

What plans do you have to make this junction safer?

**Written response**

- The Luckwell Rd/Winterstoke Rd junction was flagged as a safety/collision hotspot in the recent public consultation for South Bristol Liveable Neighbourhoods (SBLN).
- We have not identified or designed specific measures or interventions for this location yet but are developing proposals for SBLN which will include complementary measures to address this problem in a holistic manner.
- It is anticipated that some measures will be implemented before the end of 2025, subject to funding. However, a majority of these works are likely to take place in 2026/27.



**Question(s) to the Leader of the Council**

**From Councillor Durston, Filwood Ward**

**Subject: Novers Park Community and Social Club**

The Novers Park Community and Social Club is one of the last few remaining social clubs in Filwood, an area that doesn't even have a single pub, yet if you were walking down Novers Park Road, you might not even know that it's there since access is via an un-signed, unadopted pathway.

Residents have requested a sign be put up on Novers Park Road to direct people to the club. Cllr Logan and I have been told that this is a highways project and, therefore, not eligible for CIL funding this year. Please could Cllr Dyer suggest some other funding sources for this relatively minimal expense that he would supporting using for this?

**Written response**

The local transport team are progressing a paper setting out a programme of works that Clean Air Zone funding, earmarked for local transport projects, could cover over the coming 2/3 years. I have requested that minor schemes such as this are considered as part of this development work and an update will be provided in the coming months with a view to committee endorsing this programme of works.



**Question(s) to the Chair of the Transport and Connectivity Committee****From Councillor Dudd, Southmead Ward****Subject: A4018**

To ask the Chair of the Transport and Connectivity Committee whether he thinks it is a good idea for First Bus to re-route the number 2 bus along Wyck-Beck Road / Passage Road when the approach to Brentry Roundabout from the North (heading South) is often down to one lane at the moment due to roadworks?

**Written response**

- First have been in dialogue with officers for some time regarding the network changes that they are proposing to make for the April 2025 network changes. The vast majority of these are punctuality and timetable improvements, to enhance the operation and reliability of services.
- The number 2 service has suffered from reliability problems elsewhere on the network and the proposed changes will see a revised route, cutting back from the journey around Henbury, which is served by other buses, and re-routing along Wyck-Beck Road.
- Whilst it is true that the service will be impacted by the current works on Wyck-Beck Road / Passage Road, this has been factored into the scheduling and planning of the service and will still result in an overall improvement to the service reliability.
- The roadworks on Wyck-Beck Road are temporary, albeit lengthy in duration, and the impact on the service will therefore also be temporary. It is also anticipated that the impact on the service will be limited to the peak periods.

