

Question submitted by: William Mountford

Bristol's Streets and Public Transport

With the announcement from the government to halt the sale of petrol/diesel cars by 2030, will the mayor and this council commit to implementing overhauls to Bristol's streets and public transport in time for this deadline so that all residents have either access to electric car charging stations for private vehicle, or bus/train transport connections for public vehicles?

Reply:

We've already made commitments to carbon neutrality by 2030, and as part of that we have transformative plans for transport – the most ambitious the city has ever seen.

We have to do that because the world in the future will look very differently.

By 2030, electric cars, and people's behaviour, will have changed from 2020.

Tomorrow's problems tomorrow. Gives the city a frame work to review the challenges and solutions the city faces.

- **One City plan**
 - **It's about offering an opportunity – I suggest you start bringing your ideas to the table, and the Transport Board,**
 - **The One City Plan takes us up to 2050**
 - **Mass Transit - removing millions of car journeys off the roads.**
 - **Bus deal**
 - **Clean Air**
 - **Modal shift**
 - **Few road injuries and deaths**
 - **Park and rides**
 - **Walking and cycling infrastructure**
 - **Digital connectivity to reduce the need to travel**
 - **De-carbonisation**
 - **Accessibility for disabled people**
 - **Transport interacts with the other themes, such as where we build homes (that's why we're looking at building in the middle of the city, at density and active travel areas)**

You'd be welcome to offer your ideas

- **BCC We are driving Mass transit and bus deal**
 - **City has never had that scale of ambition**

- **Will give an alternative to private cars**
- **An integrated transport network**
- **Underpin sustainability and inclusion**

- **Making the case for government to front load investment in green infrastructure – that includes charging points.**
 - **We are already rolling out electric charging points across the city including a charging hub at Eastville Park and car parks**
 - **The private sector is also in the process of providing significant numbers of electric charging points and will continue to provide that need in the future,**
 - **the council cannot deliver this on its own**

- **Development Principles**
 - **The UN Sustainable Development Goals at the heart of what we do, in our plans , the one city plan and the Spatial Development Strategy for the combined authority**
 - **Bristol Advisory group on climate change report – talking to all our boards.**

Question submitted by: William Mountford

St Pauls is the site of numerous housing developments, with little development of supporting facilities or infrastructure, such as parking, doctors, or green space. On top of this, the entire region exists in a state of constant, illegal air pollution. Will this council and the mayor commit to prohibit the development of residential spaces on roads where living in them would pose a health hazard to the occupants?

Reply:

1. There is not “constant” illegal air pollution level in St Pauls

Air quality is monitored annually to allow for differences

Compliance is considered as all monitoring sites achieving compliance – there are several sites. Because one is breaching levels would not mean all are illegal.

2 If by “residential spaces” you mean homes, my response would be where would you build homes?

Opposing building homes in active travel area – we need people to be able to walk and cycle to work... reducing air pollution

3 Set of values we’re putting in place to oversee the building of homes

Not just building units, numbers or even residential spaces, building inclusive sustainable communities.

Maple Trees campaign lost us affordable homes – social housing – and lost the trees.

4 Development unlocks sources of funding (such as through a Community Infrastructure Levy) which helps us deliver transport improvements in local areas that improve traffic flow and reduce air pollution. Also generates Council tax. And grows the economy.

Question submitted by: Matt Gibbs

Subject: Locally-led parking and road safety activity in BS3

The Mayor has said many times that any request for a new residents' parking has to be locally led, not dictated by City Hall. Most recently at Full Council in November 2020.

In light of all of the above locally-led activity on the topic, and overwhelming sentiment in favour of new residents parking in the local area, the question is a simple one, what else do you want local people to do?

Reply:

- **We surveyed residents in Bishopston/St Andrews and in Bedminster/Southville/Ashton as part of considering additional interventions.**
 - **For Bedminster/Southville/Ashton, junction protection emerged as the preferred option, as well as support for tackling the additional pressure of match-day parking for events at Ashton Gate, which we are working on with Bristol Sport.**
 - **I have instructed officers to work up a timeline to deliver interventions in these areas and will be writing to residents' groups to set out next steps for these and pilots of Liveable Neighbourhoods.**

- **We are continuing to deliver a reliable, affordable alternative to cars through:**
 - **Bus Deal**
 - **Park & Rides**
 - **New train stations and a radically improved Temple Meads**
 - **Improved active travel**
 - **Continuing to develop our low-carbon mass transit plans**

- **While private cars will be with us for some time and are one mode of people movement, Liveable Neighbourhoods present a chance to rethink and reset where we live.**

- **Nothing has been ruled out. We are still working with the communities.**

Question submitted by: Mark Ashdown [Bristol Tree Forum]

PQ04: Does the Mayor and the Council endorse Bristol Tree Forum's manifesto for protecting Bristol's existing urban forest (set out below)?

PQ05: If so, what steps will the Mayor and the Council take to implement the manifesto?

Reply:

- **We have made commitment on tree canopy**
 - **One City plan**
 - **2046 – doubling tree canopy**

- **Declared climate and ecological emergency and committed to carbon neutrality by 2030**
 - **West of England tree and woodland strategy.**
 - **The action plans to deliver those are now live – including a role for tree and green space**
 - **SDGs and green new deal at the centre of our plans for the city's future**

- **Your manifesto will inform our thinking.**
 - **We do need something from the tree forum, we need to advocate for trees, but need you to make space for the possibility that Bristol has many crisis going on at the same time including a shortage of affordable housing.**
 - **We've made a hard commitment to trees, but sometimes they won't be the first decision we make.**

Subject: Advertorials

Question submitted by: Suzanne Audrey

It is my understanding that an 'advertorial' is newspaper, magazine or website content that is made to look and read like the publication's own content but is, in fact, a paid advertisement. 'Advertorials' relating to Mayor Marvin Rees are printed in newspapers (notably Bristol Post but there may be others).

Question 1. Please can you explain the process of paying for these advertorials i.e. are they paid for through a Bristol City Council budget, the Labour Party, or some other budget?

Question 2. Is the work associated with drafting and submitting the advertorials undertaken and paid for as part of the work of officers employed through Bristol City Council funding, or through an alternative budget e.g. the Labour Party?

Suggested reply:

- 1. Articles written by me always make clear that I am the author, as you would expect for a newspaper column. Contributions made in my role as Mayor are supported by Bristol City Council, i.e. columns in 24/7 and Bristol Voice local papers. Where there is a cost that would be covered by Bristol City Council.**

This is different to any campaign literature or advertising, which is paid for by the Labour party and Unions, through my campaign agent like any other candidate would.

- 2. Per my first answer, articles produced as mayor are supported by staff in my office and PR teams, as well as the wider council.**

Question submitted by: Rob Bryher

Parklet Permits

At present, households within Residents' Parking Zones are able to apply for permission to park a vehicle or set of vehicles within the boundaries of that zone. This is granted through the issuing of Parking Permits.

There is currently no equivalent process for households who do not own motorised vehicles but want to use road space for a different use that is more convenient for them and/or the wider community. This could include secure/covered cycle storage, a pocket park/parklet or other practical and imaginative uses that benefit the whole community (e.g. durable, waterproof storage for an on-street community library).

Would you be willing to meet (virtually or physically, as necessary) with me and residents from other no-car households to discuss the setting up of a "Parklet Permit" scheme and the particulars of how it could work in more depth?

Suggested reply:

- **As mentioned in the meeting to speed things up Cllr Dudd has agreed to meet with you.**

Question submitted by: Andrew Varney

Subject: eScooter trial

We recently saw the launch of the eScooter trial for Bristol. It's been billed as a low-carbon alternative form of transport to get around Bristol. Unfortunately, you can only use them in the city centre so they are unlikely to encourage the vast majority of Bristolians to change their travelling habits. To really make a difference, they need to be available at our park and ride sites and other key suburban locations so that people have a real choice in how they travel. Would the Mayor be able to investigate the possibility of extending the coverage of the scheme and report back on his findings because as it stands, it's a missed opportunity and the eScooters are likely to end up as nothing more than a novelty for tourists?

Reply:

- **As I explained in the meeting it's a trial.**
- **And I'm pleased the areas have already been expanded since your question.**

Question submitted by: Andrew Varney

The Mayor may be aware that road signs on Callington Road currently advise drivers heading for the M4 motorway to travel into the city along the A4 through the densely-populated suburb of Brislington West, where congestion and pollution is already a serious issue. I'm sure the Mayor would agree with me that it would be more sensible to encourage this motorway-bound traffic to head out of the city and onto the ring road instead. That is after all, the purpose of ring roads. Could the Mayor say when the road signs will be changed?

Reply:

- **This provoked some discussion in the office, because the M32 is in some ways quicker.**
- **But we take your point, and this will be looked at as part of the CAZ signage work.**
- **The increasing use of satellite navigation has reduced the reliance on physical signage and these will normally direct people along the current signed route.**
- **However, I understand the concerns raised and will ask that this is considered as part of any changes to direction signage across the city that is delivered in association with the installation of the Clean Air Zone.**

Question submitted by: Question submitted by: David Redgewell

With the transfer of public bus services to the west of England mayoral combined authority. Without percept powers what action is being taken in this year's Bristol City Council budget in conjunction with BANES and South Gloucestershire Council to budget to maintain key social support bus network especially in

- South Bristol, Brislington, Knowle, Hengrove, Whitchurch, Harcliffe and Withywood.
- North Bristol across for Avonmouth, Lawrence Western, Southmead to Lockleaze and Cheswick to Bristol Parkway.
- East Bristol from Bristol Parkway to Staple Hill, Hillfields and Kingswood.

It is very important to continue revenue support for bus services in conjunction with the Department for Transport Covid19 bus operators grant.

Reply:

- **We transferred all the funding along with the powers in April.**
- **With the transfer of powers for supported bus services to WECA the associated funding was provided to ensure continuity of the supported network in Bristol.**
- **This level of funding will continue, subject to any potential changes to the network that WECA might deliver in alignment with the adopted Bus Strategy.**

Question submitted by: David Redgewell

Regional Transport Bodies and Public Transport

- With regards to regional Government what action is being taken to make sure that the city and county of Bristol and the city region are getting its fair share of resources and schemes from the Western Gateway Transport Board and the Western Gateway Partnership?

In view of the importance the Government give to regional bodies such as the Northern powerhouse and Transport for the North, The Midlands Engine and the South West Transport Board. All of which are get major projects funding and delivery. We note in the South West, Dawlish Sea Wall Railway Scheme, Plymouth Station, Exeter Bus Station opening the Exeter Central to Okehampton railway line this year and rebuilding the St Ives railway this week

Reply

As was highlighted at G&R scrutiny the week before Full Council, we need to be careful about the two “Western Gateway” organisations with similar names.

To distinguish between the partnership and the sub-national transport board.

We are a member of the Western Gateway STB, a sub-National Transport Body and represented there by Cllr Kye Dudd.

- **In August 2020 the STB was awarded £425k from the government to support its development.**
- **In December the Board approved the Strategic Transport Plan (2020-25) which reflects the scheme priorities of the collective STB local authorities.**

We are a founding member of the Western Gateway Partnership, a collection of cities and authorities reflecting an economic area spanning Swansea and Cardiff through to Swindon, from Weston to Gloucester.

- **Since it was officially launched in November 2019, I attend the Partnership Board.**
- **The Partnership is strategic in nature and focused on amplification of existing projects that benefit the region as a whole, much more similar to the Norther Powerhouse or Midlands Engine you mention.**

This shows how Bristol works at lots of levels – locally as part of WECA, regionally through Western gateway, nationally as part of the Core Cities and even internationally, through organisations like Mayor’s Migration Council, C40 and EuroCities.

Question submitted by: Julian Brenard

I would like to thank you for your support on the issue that I have been dealing with on behalf of myself and the residents of Sunderland Place. It regards the Victoria Rooms Covid-19 Test Center entrance on our street and the threat and disruption it is causing the residents and my wife and myself as vulnerable people.

After my zoom meeting at the full council meeting, I really appreciated you sending officers up to meet me to discuss the issue. I have had long email conversations with the DHSC to try and have the entrance moved but so far, with little success.

I am particular concerned with the increased infection rates and potentially increased numbers of people coming up our street as a result of the new virus mutation and my question to you is:

Q. Can you revise and then let me see the new risk assessment and mitigations of the increased dangers and impacts to the residents of Sunderland Place please?

I have attached 2 photos showing the potential for confrontation on the narrow pavement with the residents as they leave their residences with the people with Covid-19 symptoms on their way to the test centre.

- 1) The exit from my front door leads direct onto the pavement.
- 2) Pedestrian (with Covid, without mask) would have bumped into me

Reply:

- **Thank you for your question and for your appreciation of the work our staff**
- **I can confirm that we have undertaken a full risk assessment review which will be forwarded shortly.**
- **It is important we continue to work with DHSC to make sure that their facilities and plans are working with local communities. We appreciate your understanding in this really challenging situation.**

Question submitted by: Tom Bosanquet

St Luke's Rd

Thank you for your responses to questions on St.Luke's Rd at the last meeting. I was struck by your reply to Ed Plowden where you noted that St.Luke's Rd is a key link from South Bristol. While the desire for efficient traffic flow is absolutely understandable, I fail to see why all local residents must put up with the continual dangers of speeding vehicles along this stretch, something mirrored all around Bristol. This is a busy pedestrian route to Victoria Park and the St.Mary Redcliffe Primary - safe access to park space is especially pertinent in the current pandemic and Prime Minister Johnson said today that "For most children the most dangerous part of going to school, even in the midst of this global pandemic, remains I'm afraid crossing the road in order to get there".

Do you believe the actions of Bristol Council have given enough focus to dealing with the antisocial aspects of motor vehicles, both citywide (beyond the welcome focus on central routes) and in specific areas such as St.Luke's Rd, as regularly highlighted by residents?

Reply:

- **As I mentioned in the meeting I think we have. This is shown through:**
 - **Committed to improve pedestrian facilities,**
 - **Street space**
 - **Cycling facilities improved**
- **Motor vehicles are not anti-social in themselves. However some people choose to use them irresponsibly.**
- **As you know from your previous question at Full Council we have committed to delivery of improved pedestrian facilities on St Luke's Rd.**
- **We are improving the highway and transport network for all users. We have to balance the needs of everyone. We are consulting on improvements to a number of local neighbourhood streets through the second phase of the Bristol Streetspace programme**
- **We have also recently announced that we will be seeking to significantly improve residential areas and make them more fit for people through our liveable neighbourhoods programme which will seek to make our local areas safer and more attractive to walk and cycle in.**
- **We await the announcement by the DfT of its previously announced walking and cycling fund to build on the work carried out through the Bristol Streetspace programme**

Question submitted by: Katherine Grant

The Public Right of Way from Cliftonwood down Church Path Steps (also known as the Mardyke Steps) to the Hotwell Road has been closed since the end of December 2019. This is due to the partial collapse of a retaining wall which supports the Steps; the steps are deemed unsafe for public use.

The wall is privately owned, so BCC Highway officers have decided that BCC should cover 50% of the cost of repair, and that the owner of the wall should be required to cover the other 50%. Getting the green light to proceed on this basis has proven more troublesome than expected, as the owner has so far been unresponsive to BCC efforts to negotiate a cost-sharing arrangement. The Clifton ward Councillors have so far not been able to persuade the Council team to share the name and contact details of the owner of the wall, and in the meantime, a year has already passed, with the popular shortcut closed.

We understand that the Council are now seeking external Legal Advice as how best to proceed. It makes sense that officers want to pursue the owner of the failing wall for a fair contribution to the cost of repair, and we agree that the Council must use public money wisely; but insisting that the repair work cannot begin before this process is complete means that the Steps will continue to be closed for the foreseeable future. This is unacceptable to local residents who have endured this loss of amenity for a year already.

The Mardyke Steps are a much-loved, much-used access route for Clifton ward residents to the harbourside, and they play an important role in the city's stated aim of encouraging walking in and between communities.

On behalf of local people in Cliftonwood, and Clifton, we are asking that the BCC honour its duty under the 1980 Highways Act to keep the highway clear. Would it be possible for the Council to start the repair work right away, and retroactively pursue the owner for their 50% share of the costs, under Section 290(6) of the Public Health Act 1936? Is it not the case that proceeding with the work, is a reasonable risk for BCC to take on - rather than keeping the Steps closed during the already-drawn out process of negotiating with the owner

Reply

This is frustrating. However we're in a legal dispute with the landowner - we are a local authority but we have to act within the law

- 1. If we were to just go ahead and do the works we could be sued for interfering their land and we might never recover the costs. We have to be considerate of wasting council tax payers money**