

Full Council

Supplementary Information



Date: Tuesday, 10 November 2020

Time: 6.00 pm

Venue: Virtual Meeting - Zoom Committee Meeting
with Public Access via YouTube

5. Public Forum (Public Petitions, Statements and Questions)

(Pages 2 - 37)



Public Forum For Full Council 10th Nov



1. Public Petitions and Statements

Public Petitions – none received for this meeting

(Pages 2 - 22)

Public Statements

Ref No	Name	Title
PS01	Clare O'Neill	Rastafari Culture Center St Pauls
PS02	Clare FT	Safe Routes to School
PS03	Sophie Nioche	committed action plan on pesticides
PS04	Becky Russell	Cranbrook Road Safe Walking Route
PS05	Charlotte Surrey	Cranbrook Road crossing – urgently needed
PS06	Mark Woolhouse	BS3 parking issues
PS07	Lucy Sloss	Newbridge Road – Speeding Issues
PS08	Ken Borg	Newbridge Road – Speeding Issues
PS09	Keith Young	Newbridge Road – Speeding Issues
PS10	Julian Brenard	Covid Test Centre – Victoria Rooms, Queen street/Sunderland Place
PS11	Nicholas Coombes	Digital Residents Parking Permits
PS12	Caroline Darts	Swimming Provision across Bristol Pools
PS13	Rob Dixon	Bonnington Walk Open Space
PS14	Friends of Jubilee Pool	Re-opening of Jubilee Pool
PS15	Christine Townsend	Traffic, Pollution and Road Safety Concerns – Myrtle Street
PS16	Jo Franks	Jubilee Pool
PS17	Amy Walsh	Bonnington Walk Open Space

2. Public Questions

(Pages 23 - 36)



STATEMENT PS 01

Submitted by Clare O'Neil

Subject: Rastafari Cultural Centre St Pauls

I am a resident of St Paul's living in Sussex Place; I moved to the area in May 2019 and instantly fell in love with the community of St Paul's. I have lived all over Bristol and this was the first time I felt like I lived somewhere with genuine connection to each other. I noticed the Rastafari Centre and spoke to Raz and some locals who were sitting in the centre chatting and laughing with one another. I was told about the history of the centre and BCC involvement in its establishment. It was heart-warming and refreshing to see a community space that was so open and clearly brought so much joy to the community

Bristol City Council simply cannot justify the closure of this organisation. In a time when public services are stretched to their limits and ordinary people are losing their sense of connection with their neighbours it is more important than ever that places like this exist.

Closing this centre will bring harm to the community and resentment towards the council.

I look forward to hearing your decision in the coming weeks.

STATEMENT PS 02

Submitted by Clare FT

Subject: Safe Routes to School

I am here on behalf of the Community Crossing for Cranbrook Road group. Our concern is for the safety of all road users, but especially school children at this site which has no crossing despite being a route to school. The site in question is a 20mile an hour road; however it is a steep hill and car users often speed here and make crossing the road or pulling out of side roads dangerous.

After years of petitioning and with the support of the community and the local councillors we have been allocated funds (Oct 2019; £31.5k) to make the crossing point safer for all road users, but sadly despite the urgent need, and allocated funds for the project no further progress has been made and the community feels let down.

In the meantime the route to school for some children has changed this term due to Covid and we are seeing an increase in pupils crossing at our junction.

The community and I are very concerned about this and find it hard to understand that the council are not taking this safety issue more seriously.

We would ask you to take action to get implementation of a safer crossing underway, protect our children and all road users, and keep us informed.

STATEMENT PS 03

Submitted by Sophie Nioche

Subject: Committed Action Plan on Pesticides

I wrote to the Mayor on 21st September but have not yet received a reply. This summer, during lockdown, my children and I did some 'guerilla gardening' in our street (Codrington Road in Bishopston), mostly planting marigold seeds at the base of the trees. My children took good care of them and we, along with our neighbours, really enjoyed seeing them grow and brighten our street.

We were therefore very disappointed to see that all weeds on the street, our marigolds included, had been sprayed by the Council. This included spraying the bases of trees. My children and I were really upset after all the effort we had put in.

The Council has declared an Ecological Emergency. I am proud to live in a city which is one of the first to have done this and I am really pleased to see the promise of action as 'Pesticides' is one of the 'Key Strategy Goals' set out in the One City Ecological Emergency Strategy. It is essential that we halt the use of pesticides on 'weeds' (which are recognised in the strategy as being vital for our declining insect numbers - another ecological emergency in itself). The Strategy recognises this, but falls short of a committed action plan, which must be the next imminent step.

Pesticides have only a very limited place in the context of rapidly declining biodiversity including insects and our ecological emergency. In addition, the saving to the Council on spraying could go towards implementing the One City Ecological Emergency Strategy.

STATEMENT PS 04

Submitted by Becky Russell

Subject: Cranbrook Road Safe Walking Route

I am a resident of Cranbrook Road, and also part of the Community Crossing for Cranbrook Road group. In common with many users of the road, we are really concerned about the safety of all road users on the downhill section on Cranbrook Road. This is a route to school and used daily by children yet it has no crossing point. Whilst this section of the road has a 20mph limit, this is largely ignored with the traffic speeding both up and the down the hill, making crossing the road and pulling out of the side roads very difficult.

After years of petitioning and with the support of the community and the local councillors we have been allocated funds (Oct 2019; £31.5k) to make a crossing point that will improve safety for all road users. However, despite there clearly being a recognition of the need for this improvement, and having funds allocated for the project, no further progress has been made.

Whilst the road remains a difficult place to cross, the pandemic situation has changed the route to school for some children, resulting in an increase of people crossing.

The community continues to be really concerned about the likelihood of an accident at this site, and cannot understand why this project has not progressed.

We ask that you take action to improve the safety of crossing at this section of road to protect all pedestrians and road users and keep us informed of this action.

STATEMENT PS 05

Submitted by Charlotte Surrey

Subject: Cranbrook Road Crossing

Cranbrook Road is a road with a 20 mile per hour speed limit, regularly exceeded by drivers and with multiple blind spots for road users. In fact, my daughter was hit by a car on this road a few years ago. The dangerous intersection at Harcourt Hill/Cairns Road where visibility for all road users is extremely limited and this is the site of my daughter's accident. A neighbour witnessed a near miss between a cyclist and car here only a few days ago, highlighting the fact that this problem has not gone away and must be addressed before a very serious road incident occurs. Last October, following several years of campaigning, a £31.5k fund was allocated to provision of a safe crossing place at this site on Cranbrook Road. However, nothing at all has progressed over the year and we now have a situation where even more school children are having to cross the road at this intersection, due to entrances at schools changing in response to Covid.

I and our community are deeply concerned that this inaction by the council will soon lead to a serious or fatal road accident. We will not accept this outcome and now need to see a safe road crossing put in place on Cranbrook Road. We ask that this becomes a top priority for the council.

STATEMENT PS 06

Submitted by Mark Woolhouse

Subject: BS3 is becoming less desirable due to increased traffic and ongoing parking issues

We would like the Mayor to acknowledge local BS3 residents' experience of poor parking and regulation are forcing people to move away from the area they love, such as these examples from the Councillors' survey...

*"After 52 years of living in my beloved city I am sad to say that **we are seriously considering moving out of the area.**"**

*"**The situation got so bad that we are now selling our house** as it's become so stressful and neighbours are turning against each other over a parking space!"**

*"We have lived here for 31 years and love the area - unfortunately the parking has already **caused 2 lovely families to move away and at the moment we are thinking about it** - purely because of the parking issue."**

We would like the mayor to acknowledge local BS3 residents' concerns regarding the increased impact of poor parking and road regulation, above and beyond anything seen before in BS3, are not just related to match-day parking...such as these examples from the Councillors' survey...

*"**I have lived in Ashton for over 50 years and never known it so bad on weekdays.** The football and rugby traffic is never as bad as the daily Mon to Fri problems that we encounter."**

*"Bristol City Football Club and Bristol Sport do have a role to play, I accept that completely...I'm concerned though that **this is papering over the cracks of the real issue, which is the day-to-day influx of vehicles.**"**

*Quoted from the recent BS3 Councillors' Parking and Road Safety Study: <http://bit.ly/bs3parkingreport>

STATEMENT PS 07

Submitted by Lucy Sloss

Subject: Newbridge Road – Speeding Issues

We have a real issue with speeding on Newbridge Road & Wick Road. It's a well-known problem, with the Speedwatch group having previously been featured on the One Show and BBC Bristol Radio alongside Kerry McCarthy. The group have been collecting data for a few years now and have the evidence to show there is a real problem, way over the national average for speeding percentages and in the top 6 worst roads in Bristol.

The problem spans from the end of Newbridge where it joins Feeder Road all the way to where the road becomes Wick Road up to the Bath Road so we need a solution that looks at the two roads as a whole. The road already has chicanes at 1 point and it doesn't make any difference to any other stretch.

As residents, we regularly witness road rage at pinch points of the road, with private motorists abusing bus drivers and demanding they give way to them. Wing Mirrors are often knocked off cars parked in the road by fast and careless driving. The road is often used by (speeding) HGVs, unsuitable for this residential road, which I believe got worse when the weight limit was temporarily lifted whilst there were roadworks on the Feeder Road bridge a few years ago.

This road is treated like a main road and not the residential 20mph road that it is, causing many issues for the residents who live here as well as pedestrians and cyclists who use the road.

It's only a matter of time before a fatal accident occurs and I really wish we didn't have to get to that point to see some action.

STATEMENT PS 08

Submitted by Ken Borg

Subject: Newbridge Road – Speeding Issues

As a resident of Wick Road in Brislington I am constantly reminded of the road safety and speeding issues we face on this road, which is a vital route for a variety of road users including pedestrians, cyclists and car users. On a daily basis, from early hours of the day to late evenings we have to contend with persistent breaches of the speed limit, witness several close passes on cyclists and confrontation between car users not giving way to each other on narrow stretches of the road, including past a school. This abuse by car users also causes delays with the bus route 36, and we've even had to witness road rage against bus drivers on multiple occasions from drivers demanding the bus or other cars yield to them. Added to this we have consistent breaches of weight limit restrictions by speeding HGVs using this road as a cut through to avoid the A4 corridor. All these issues have resulted in many resident car owners parking their cars on the already narrow pavements to avoid their cars being damaged by the traffic, making the usability of the street even worse for pedestrians. It is very clear to see how this situation is not sustainable, and is providing a hostile street environment for residents and many road users, particularly vulnerable ones. It seems to me that the current streetscape is designed solely and exclusively for cars and this does not reflect the current make up of road users, neither does it fit in with the council's and the government's commitment to build better with greener travel habits, cleaner air and liveable and healthier communities.

As these are long standing issues which need tackling not by mere enforcement but also by drastic infrastructure change that prioritises the most vulnerable road users, I hope the Mayor and the Cabinet Member for transport will look into these issues, and work with local councillors and residents to take bold action and find solutions to these matters.

I would also like to urge the Mayor and the Cabinet member for transport to consider a desperately needed plan for improvements to the wider local transport infrastructure in Brislington to reflect the increase in population within the ward as a result of the amount of new residential developments we are seeing in the area. This is crucial to help more local people choose active travel and make sure the area's already congested and car centric roads are not made any worse.

STATEMENT PS 09

Submitted by Keith Young

Subject: Newbridge Road – Speeding Issues

Can the council confirm that residents of Newbridge Road will be fully consulted on any plans for road closures and/or improvements in the area? As large sums of money are being spent on frequent police speed van operations on Newbridge Road, far in excess of the cost of a raised junction or similar traffic calming measures, and incidents of speeding on the road is in the top six roads in Bristol, does the council plan to take any action regarding the chronic speeding issues on this road?

STATEMENT PS 10

Submitted by Julian Brenard

Subject: Covid Test Centre – Victoria Rooms – Queen Street/ Sunderland Place

We strongly believe and support the need for Covid test sites to save lives. We are making this statement because unfortunately, the location of this site at Sunderland Place is potentially threatening to the lives of the vulnerable residents on the street.

This statement is supported by most if not all the residents. At least five vulnerable people live on the street. I am 80 years old and my wife is 77. Two vulnerable residents have now been forced to leave because of the test centre entrance and the risks it poses. We are also thinking of doing the same.

Prior to the installation of the Covid 19 test centre in the Victoria Rooms parking lot there was no notification to local residents or local resident associations or consultation on the erection of the test site.

The entrance is on Sunderland Place and the exit is at the front of the Victoria Rooms on Queens Street where there is no resident housing.

In Christina Gray's apology letter of 3rd September, she stated that the site might be there for three months and possibly longer. With lower Covid levels we were willing to make the sacrifice, but it is now clear that the site will probably be here until next summer and possibly longer with much higher Covid infection rates.

The test centre is open seven days a week from 8.00am to 8.00pm. People are walking to and driving in private cars and taxis even though it is supposedly a walk-in test centre only.

The entrance to the test centre was placed on Sunderland Place a narrow street, 3.8m with a single pavement 1.3m, which passes within 1.0m of the front doors of the local resident housing (See enclosed street diagram).

We have no front garden and each time we step out of our front door we risk physically bumping into someone with Covid symptoms.

Because of the narrowness of the single pavement on Sunderland Place social distancing is not possible. If two people have to pass each other, particularly if one of the parties is pushing a buggy. It is only possible for people passing if one-person(s) walks in the street.

People for testing often walk up the street with no masks on, only putting them on when reaching the entrance of the test centre.

Occasionally queues form outside the test centre on the street.

They park in resident parking spaces. They also park and drop people off in front of house front doors. I have been threatened by a person parked in front of the garage, on double yellow lines, with the engine running waiting to pick a person being tested when I asked him to move.

Numerous delivery trucks are parking and delivering supplies to the test centre throughout the day.

Initially an extremely noisy waste pickup tanker arrived in the early hours of the morning. It currently appears to have been changed to the exit of the test centre on Queens Road. There is a possibility that it could return because of the damage it is causing the pavement.

One of the following changes would fix all of the problems local residents have to endure:

Rearrange the existing site so the entrance and exit are located at the front of the Victoria Rooms on Queen Street. This would remove all the foot traffic and most of the vehicle traffic using Sunderland Place.

Relocate the test site to a more appropriate setting such as college green which is much more centrally located and was the reason for this site being chosen or in a non-residential area not on a small narrow street with social distancing problems.

STATEMENT PS 11

Submitted by Nicholas Coombes

Subject: Digital Residents Parking Permits

The transfer to digital parking permits has been handled poorly by this council, with minimal communication to residents and service users. This has resulted in distress and penalties to permit holders, and harmed the reputation of the council.

Permit holders are used to an annual renewal reminder, and have come to expect this from the council. The decision not to issue reminders this year, during the transition to digital permits, is inexplicable. I am disappointed that the Labour cabinet member responsible chose not to justify or alter this position when I challenged them on it.

I have heard from many residents across Clifton who were fined on the expiry of their permit. These people have dutifully paid to park outside their homes for many years and would have renewed if prompted to do so. Sending a letter or email to lapsing permit holders is basic customer service and would aid steady revenue to the council. The Road Traffic Regulation Act 1984 requires residents' parking schemes to be revenue neutral, so permit holders expect a level of service as funded by their fees.

Failure to notify may have delayed renewals, resulting in a revenue loss to the council. This is balanced by the many fines issued to those caught with a lapsed permit. This results in an unfair lottery of penalisation for some, and an undeserved windfall for others. Clifton residents do not want this; they are content to pay a fair contribution, and be treated fairly by the council in return.

I ask again for the cabinet to recommence parking permit renewal reminders, and to reimburse those unreasonably penalised.

STATEMENT PS 12

Submitted by Caroline Darts

Subject: Swimming Provision across Bristol Pools

I would like the council to explain how they intend to meet the need for swimming provision across Bristol once pools are allowed to open again? The current approach taken appears seems to be about reducing opportunities and therefore demand for swimming which is not in line with stated objectives around improving health and wellbeing. I am especially concerned about elderly people, people with physical and mental disabilities, parents of children with special educational needs, mothers with babies, women who have experienced trauma and abuse and other marginalised groups. The council should be encouraging more people to swim, not shutting down opportunities for people to increase their fitness and discouraging them from taking it up again.

As the mayor continues to offer contradictory views about the future of Jubilee pool can he please express how he is supporting innovative approaches to the future of this facility. The impression gained is that Council Officers are unsupportive to the community efforts to move this forward.

STATEMENT PS 13

Submitted by Rob Dixon

Subject: Bonnington Walk Open Space

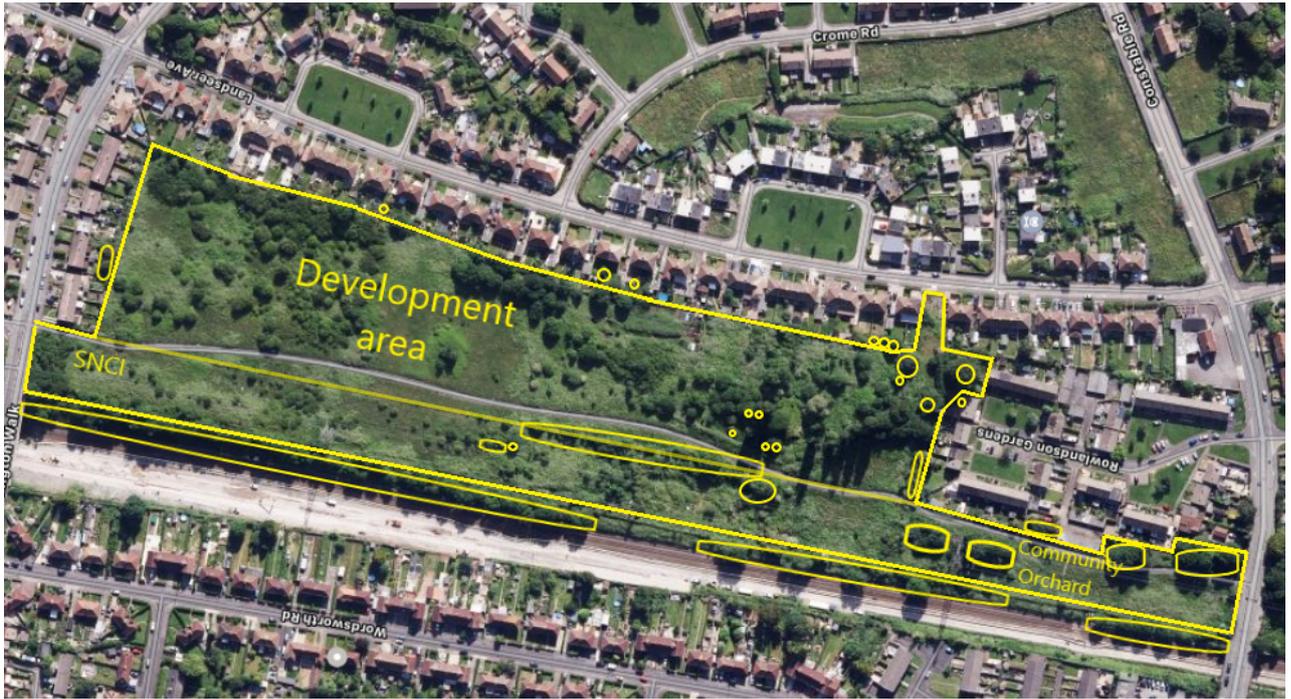
While **we all recognise the urgent need for housing**, members of the Bonnington Walk Open Space group consider that council planners and developers have ignored the views and made limited changes in response to comments from local residents.

The proposals are counter to local and national policies. The council's policy (BCS9) states that "Individual green assets should be retained wherever possible and integrated into new development". Planners have neglected to ensure that the minor changes that would allow more trees and hedgerows to be retained have not been made. We consider it unlikely planning would ensure the developers follow what recommendations there are. Worryingly there has been no input or scrutiny from the council's cabinet member for the environment or any environmental committee or advisers. In fact tree Officers have told developers there are too many trees in the development!

The **Arboricultural report is inaccurate as the figure of 251 trees to be felled excludes many trees** that are "unclassified" trees and those grouped together (and not numbered). The numbers of felled trees is therefore considerably higher. Bristol Tree Forum has made a FOI request for figures that the council has neglected to respond to. We estimate that several hundred trees would be lost. Therefore the number of **replacement trees is also inaccurate and too low.**

Most trees that are proposed to be retained are on private land outside the development site and cannot be safeguarded. These include numerous trees on Network Rail land - see picture. They have stated that they cannot guarantee that these trees will be retained. They have a policy of removing trackside tree cover for safety reasons. Moreover they have objected to the proposals. In contrast to this, planners refuse to retain trees in the gardens of new houses because they do not believe they will be maintained!

Removal of such a large number of trees and hedgerows would turn the site from one that has a positive impact on carbon dioxide and pollutants to one that produces it. **Replacement trees** at the level proposed by the council **would take 25-40 years to compensate** for the carbon dioxide added to the atmosphere by felling. Rather than building on the site the large number of trees mean it would be better suited to being part of the council's plan to double the tree canopy. Instead it runs counter to this and the One City Ecological Emergency Strategy.



Aerial view of the site.

Circles and ellipses indicate retained trees - it can be seen that the vast majority are outside the development area.

It remains the case that **all trees and vegetation are proposed to be removed in large areas of the site including in areas on the edge of the site where it has no impact on development**, notably along the back of Landseer Avenue and Bonnington Walk.

The open space currently provides food and shelter on which wildlife depends. The removal of habitat will also mean the loss of a wild corridor linking existing gardens to green space. The bird survey notes that trees and scrub provide an important habitat, including for several threatened birds such as thrushes and house sparrows. This would be completely removed across most of the site, leaving only part of the SNCI as the remaining area would be planted.

No changes have been made to reduce this, although Bristol Tree Forum advise that **more trees could easily be retained by minor changes** to the layout with minimal impact to the proposals.

Residents have consistently requested that a **green corridor** be retained around the site to provide a link for wildlife to adjacent gardens, act as a green buffer between new and proposed housing, and ensure privacy. This could simply retain existing vegetation in a fenced off area, rather than being a wide area that risks anti-social behaviour as interpreted by council officers.

The application and recent changes illustrate the **priorities of the planning department**. Rather than enabling development whilst maximising the number of trees and green space in line with the One City Ecological Emergency Strategy, they have stated that their role is to maximise the number of houses. Recent pressure from officers has been concerned with ensuring there is enough space for parking and turning vehicles, the Concorde Way is of a certain width, etc., reducing green space even further.

It appears that, as has previously been illustrated with Hengrove Park and Lower Ashley Road developments, **planning development** sets its own priorities and is answerable to no-one. We are

concerned that council planners have little interest in consultation and (as they have previously told Bristol Tree Forum) their priorities have not changed in light of the council's environmental strategy.

This scheme would result in the **loss of a local amenity** and the removal of trees that are an important part of the local landscape would have a significant and negative impact. The site would change it from being one left to nature that is seen as an area of quiet and calm for well-being to being one producing the noise of human activity. According to the Wildlife Trusts, such "neglected" areas have greater potential for nature because they have already been left and started to recover.

The removal and degradation of a well-used local open space will have a **negative impact on the well-being** of people in the area. **Many users are unable to travel to alternative spaces** such as Stoke Park and Purdown and some residents have never visited those areas.

Despite planners suggesting that the site's gradient mitigates this, it is clear that **three and four storey buildings would dominate the local skyline and are inappropriate** in an area of predominantly low-rise semi-detached and terraced houses.

Local residents are already concerned about **traffic** levels and existing problems with speeding. There is also concern that development will have a negative impact on schools and health facilities where there is already considerable **pressure on services**. While proposed calming measures and traffic lights may help, the sites of the proposed junctions onto Bonnington Walk and Landseer Avenue are already busy, streets have limited space or problems with parking. Further measures would be required on neighbouring streets to reduce the impact of parking and extra traffic. There remains no acknowledgement that there are plans to build a **station at Constable Road**, which is included in the 2020 Joint Local Transport Plan.

We note that there may be 50% **affordable housing**, which would be welcome, but this includes shared ownership rather than being to rent.

STATEMENT PS 14

Submitted by Friends of Jubilee Pool

Subject: Reopening of Jubilee Pool

We welcome the talks that we've had with the Mayor and officers and are hugely appreciative of the hard work being undertaken by the Cross Party Working Group. However, we remain incredibly frustrated by the lack of action on reopening Jubilee Pool.

Despite ours, the public and the Cross Party Working Group's conclusion that there is no justifiable need to keep Jubilee Pool closed (post lockdown 2); the Mayor is still refusing to reopen the pool.

It's been confirmed that the only reason for the continued closure of Jubilee Pool is the Council's need to redirect Jubilee's membership revenue stream to Hengrove Leisure Centre. The fact that the closure of a viable local facility is required to support a regional facility raises significant questions about the viability and long term sustainability of Hengrove Leisure Centre rather than the viability of a local community facility.

There are negligible risks of the transmission of Covid-19 in swimming pools. Research by UK Active and Sheffield Hallam University has shown respectively that there have only been 78 confirmed Covid-19 cases among more than 22 million visits to swimming pools between 25th July and 13th September and from an analysis of 62 million trips to gyms and leisure centres in 14 European countries since September there have only been 487 infections reported by operators in Germany, France, Sweden, Belgium, Netherlands, Spain, Portugal, Norway, Switzerland, Czech Republic, Poland, Denmark, Luxembourg and the UK – the equivalent of 0.78 cases per 100,000.

It is clear that despite Covid-19 there remains a significant demand for swimming in the city. Bristol South remains closed for the foreseeable with no guarantees that it will reopen in 2021. We know that Hengrove Leisure Centre is struggling to cope with demand from their own membership and club base, as well as any interim deferred demand from other pools and have confirmed that they are not in a position to accommodate additional capacity for swimming lessons. And, we know that Easton Leisure Centre is full having increased their swimming slots through shorter session times.

We are living in a world where working from home is becoming the norm for more people. Consequently, our local facilities will benefit from more flexible working patterns and an increased ability for people to use them across a wider range of times.

So post lockdown 2 what is the City going to do about accommodating the ever increasing demand for swimming? South Bristol is now in a significantly disadvantaged position with only one swimming pool available for circa 148,000 residents. Having only one operational swimming pool in South Bristol is not an option.

The physical and mental health of your citizens are being seriously affected and disadvantaged with the options for alternative forms of exercise much more limited during the colder and wetter winter months. This course of action will lead to the redundancy of Jubilee Pool's staff, is preventing the schools that use Jubilee Pool from restarting swimming lessons, is severely affecting the financial viability of the swimming businesses that operate from Jubilee Pool and will lead to the closure of a variety of clubs that cannot be accommodated elsewhere. The actions of this Council are seriously affecting people's lives.

Jubilee Pool is perfectly capable of reopening in a Covid secure way post lockdown 2. Stop delaying this. Stop renegeing on the 2017 commitment to keep it open. Spend the City's money wisely - on the

health and well-being of your residents, enable businesses to continue operating and retain people's jobs by reopening Jubilee Pool in December. Then we can move forward with the process of securing the long term future of Jubilee Pool through a CAT process as we have been assured by the Mayor.

STATEMENT PS 15

Submitted by Christine Townsend

Subject: Traffic, Pollution and Road Safety Concerns – Myrtle Street

I raise the concerns of parents and the head teacher of traffic, pollution and safety concerns in Myrtle Street, Southville.

Myrtle Street is a short cul-de-sac, within the residents parking area that provides access to the KS4 Southville Primary site, some residential buildings and a small number of SME's. The current Covid crisis and need for distance amongst staff, student and parents has exacerbated the traffic congestion, pollution levels and safety concerns in and around the site especially during morning drop-off and afternoon pick-up. At times it is necessary for parents and students to be waiting along North Street due to the cul-de-sac limit on space.

Southville applied to be part of the Bcc School Streets pilot but this was unfortunately rejected, requests for traffic-warden presence during key times has not been forthcoming and the local PCSO is not in a position to provide a required regularity of presence. A crowd-funding campaign did result in the purchase of road safety signs but a permanent solution needs to be sort alongside road safety improvements in both Myrtle Street and the section on North Street leading to and from the turning.

It is more than possible to travel along North Street past the Myrtle Street turning and not realise you are meters away from a primary school as the street markings and safety infrastructure is woefully inadequate – there are numerous examples across the city that can be drawn on to better alert the general public and in particular car/lorry drivers to the presence of a primary school – the need for this has been heightened by the presence of a Tesco store that regularly receives deliveries from large delivery trucks that stop outside the store obscuring further the already inadequate road safety infrastructure.

I call on full-council to submit this statement to the relevant department in order that work can be undertaken with Southville Primary to find a permanent solution to this situation to ensure child safety, reduced congestion around the school site and create cleaner air as a result.

STATEMENT PS 16

Submitted by Jo Franks

Subject: Jubilee Pool

Recent statements by members of Bristol City Council suggest that Jubilee Pool will continue to remain closed after current lockdown restrictions are lifted. I understand this to be the case until after the consultation responses have been considered. The reason given by BCC is that there is not enough demand for swimming across the City, as many people have been put off by concerns around Covid-19.

Personally, I have experienced the converse of this, both with regards to my own exercise and swimming lessons for my family. Early morning sessions at Hengrove, particularly at the weekend, are nearly always full and I am often on a waiting list. At the same time, I have found it impossible to book my 7 year old in to swimming lessons at Hengrove and Easton (up until this year he had been a regular at Jubilee but we have had no communication from Parkwood to offer us continuing provision at Hengrove) and all the private teaching companies for babies are booked for the foreseeable future due to a shortage of facilities. I hear these similar concerns from all the families with young children that I am in contact with.

It is also worth bearing in mind, the older demographic who have stopped swimming altogether as Hengrove is completely either impossible to get to or impractical for their needs.

Please can the Council therefore explain their decision not to re-open Jubilee Pool when it has been deemed 'Covid-friendly' and still has until 2022 to run on its contract?

STATEMENT PS 17

Submitted by Amy Walsh

Subject: Bonnington Walk Open Space

How do the mayor and cabinet think the role and focus of planning development has changed as a result of the climate emergency? They have previously told Lockleaze residents that their role is to maximise housing and nature must fit around that. Similarly the tree officers have recommended that trees the developers propose to include in the development be thinned out.

Full Council -10th November 2020

Agenda item 6 b

Public questions



Procedural note:

Questions submitted by members of the public:

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



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

Ref No	Name	Title	Intentions
PQ01 & PQ02	Val Hennessy of International House Bristol	Language Schools	
PQ03	Matt Gibbs	Support for Market & Social Research Sector in Bristol	
PQ04	Matt Gibbs	Methodological interpretation of recent publicly funded surveys in Bristol	
PQ05	Julie Milton	Say No to the Mow	
PQ06	Gary Luton	Most deprived areas in Bristol	
PQ07	Clare FT	Safe Routes to School	
PQ08	Sophie Nioche	committed action plan on pesticides	
PQ09	Lee Starr-Elliott	Free School Meals	
PQ10 & PQ11	Amy Gibbs	Emergency Vehicle Access in BS3	
PQ12 & PQ13	Ellie Bowie	BS3 resident's concerns re parking	
PQ14 & PQ15	John Bowie	BS3 resident's concerns re parking	
PQ16 & PQ17	Becky Russell	Cranbrook Road Safe Walking Route	
PQ18	Charlotte Surrey	Cranbrook Road crossing – urgently needed	
PQ19	Jonathan Hucker	Bristol Bridge	
PQ20	Barry Cash	Euro 6 ULEV standard	
PQ21	Withdrawn	Withdrawn	
PQ22 & PQ23	Shona Jemphrey	Free School Meals	
PQ24 & PQ25	Iulia Manolescu	Bonnington Walk Open space	
PQ26 & PQ27	Chris Cavey	Bonnington Walk Development	
PQ28	Suzanne Audrey	Jubilee Pool	
PQ29	Gita Judah	Bonnington Walk Development	
PQ30 & PQ31	Ed Plowden	Clean Air Zones Boundaries	
PQ32	Esme Roslin	Bonnington Walk	
PQ33 & PQ34	Axle	Bonnington Walk development	
PQ35 & PQ36	Thomas Hathway	#BangOutOfOrder Campaign	
PQ37	Tim Wye	Planning Appeal Bristol Airport	

PQ38 & PQ39	Rob Dixon	Bonnington Walk Open Space	
PQ40 & PQ41	Claire Mitchell	Bonnington Walk	

QUESTION PQ 01 & PQ02

Subject: Language Schools

Question submitted by: Val Hennessy of International House Bristol

BCC has refused to include language schools in its allocation of BRR and grants to the tourism and hospitality sector despite the fact that 44% of councils in England which have language schools in their constituencies have done the opposite and extended both rates relief and grants.

In view of the fact that language schools in Bristol contribute more than £10 million in export income directly into the local economy, what is the justification for this?

In the recent debate on Tourism in the HOC, Wera Hobhouse said this:

I draw attention to the difficulties faced by the English language teaching centres, of which there are several in my constituency. For students at those schools, visiting the UK is about far more than learning English; it is a cultural experience. They stay with local families and they visit our attractions.

More than 500,000 ELT students bring £1.4 billion to the UK economy annually, and that important industry anticipates it will lose more than 80% of this year’s business. I urge the Government to listen to the industry’s call for short-term support by including ELT in the business rates holiday and supporting the Study UK campaign.

Why is it that Bath, Exeter, Cardiff, Cambridge, Oxford, Brighton, Bournemouth and many more areas which benefit hugely from the tourism and leisure generated by language schools have been able to interpret the government guidelines to allow them to offer relief to the schools in their areas whilst Bristol insists that this is impossible?

QUESTION PQ 03

Subject: Support for Market & Social Research Sector in Bristol

Question submitted by: Matt Gibbs

With the knowledge that the UK’s Market and Social research sector is worth over £5billions to the economy, is a net-exporter of service, and that both the Chair and Vice-chair of the national committee for the well-respected Association for Survey Computing reside within the City of Bristol, what support and endorsements can he and his administration offer to our still world-leading sector during these very difficult times...beyond his potentially damaging description of our primary researching tool consultation-via-surveys as “blunt instruments”*.

*Mayor’s quotes from Full Council, Supplementary Information, Tuesday, 8 September 2020.



QUESTION PQ 04

Subject: Methodological interpretation of recent publicly funded surveys in Bristol

Question submitted by: Matt Gibbs

I have been very lucky to have the opportunity to develop expertise in the areas of market and social research. That experience has taught me that

- 1) a researcher’s ability to engage with a community should never be seen as a measure of sentiment within that community,
- 2) we cannot assume anything from non-responders. Not for, not against, not apathetic,
- 3) to expect a response rate in the low single digits when conducting social consultations via an online method, such as that which Cllr Dudd employed in his recent parking survey among BS3 residents,
- 4) that 28% is an extremely high response rate for non-compulsory social survey like that achieved by Cllr Dudd and
- 5) that the statistical calculation used to understand the extent to which a survey sample can be said to reliably reflect sentiment within the target population (e.g. 28% of Cllr Dudd’s target population) is called the Margin of Error. In the BS3 parking survey, the MoE shows we can trust the results within +/-2% (congratulations on that by the way).

With that in mind, does the Mayor still not accept the results due to a 28% response rate i.e. “At the very least I would expect to see a majority of residents replying” *? If still doing so, would he please share the methodological basis on which he challenges the accepted wisdom, standard training and everyday practice of the UK’s Market & Social Research industry?

*Mayor’s quotes from Full Council, Supplementary Information, Tuesday, 8 September 2020.

QUESTION PQ05

Subject: Say No to the Mow

Question submitted by: Julie Milton

Bristol City Council’s One City Ecological Emergency Strategy,* published this September, says:

Say No to the Mow

Wildlife and pollinators need wildflowers. With over 97% of meadows destroyed since the 1930s, all remaining green spaces are now a vital refuge for pollinators and other wildlife. Wildflowers can be encouraged in many garden lawns, roadsides and amenity grasslands simply by changing grass cutting regimes.

Just outside Bristol, the verges of the A369 near Easton in-Gordano, have been managed for wildlife for the last 30 years. Regular mowing by the Council has been replaced by late hay-cropping, with the cuttings taken off to reduce fertility and allow wildflowers to thrive. Now designated as St George’s Flower Bank Local Nature Reserve, this roadside meadow is home to a host of wildflowers, including primroses, cowslips, oxeye daisies and rare pyramidal and bee orchids.

Plantlife’s guidance sets out some of the options for managing grassland for wildflowers. Dorset County Council have taken this approach to their roadside verges, which has helped to reduce



management costs by around £100,000 over three years as well as delivering an abundance of wildflower-rich roadsides.

The document also says, ‘This strategy is not a plan.’ But action is needed. As the document itself says, we know that Bristol has lost 96% of its population of common songbirds such as swifts and swallows since the 1990s. We know that global insect populations have collapsed by up to three quarters over the last fifty years – we can even see that loss with the naked eye as we drive down the motorway without having to clean our windscreens of dead insects. And we know that wildflowers, near the bottom of the ecological food chain, are vital for our ecosystems and our own survival. In February this year, Bristol City Council was the first major city to declare an ecological emergency. Its target is now to manage 30% of the city’s land for the benefit of wildlife by 2030.

Reducing how often the council’s verges and unused green spaces are mown is an immediate, win-win opportunity to make gains for wildlife simply by stopping doing something that is costing a great deal of council-taxpayers’ money. However, mowing of such areas still seems to have continued, even during the pandemic.

What is stopping the Bristol City Council from stopping mowing those parts of its green spaces that don’t need it?

* <https://www.bristolonecity.com/wp-content/uploads/2020/09/One-City-Ecological-Emergency-Strategy.pdf>

QUESTION PQ 06

Subject: Most deprived areas in Bristol

Question submitted by: Gary Luton

Please see below an article that appeared in the Bristol evening post recently....

https://www.bristolpost.co.uk/news/bristol-news/most-deprived-areas-bristol-according-4586743?utm_source=bristol_post_newsletter&utm_medium=email&utm_content=tbc&utm_campaign=daily_newsletter

I take it when discussions are carried out, concerning equality in the Bristol area, ALL of these areas will receive equal consideration and equal appropriate funding/services to help the people in ALL of these areas equally.

Not one area receiving more than others, because all of these areas and the people in them are struggling.....

Please advise how is the help afforded to different areas in the city measured???



QUESTION PQ07

Subject: Safe Routes to School

Question submitted by: Clare FT (Community Crossing for Cranbrook Road group)

See statement PS02

How are road safety projects prioritised and when can we expect to hear about ours? What is the timescale for each stage to completion? What will hold it up? Will it take another serious accident (a young schoolgirl has been hit by a car here) for you to take action?

QUESTION PQ08

Subject: Committed action plan on pesticides

Question submitted by: Sophie Nioche

See statement PS03

Please can the Mayor confirm that a committed action plan on pesticides is imminent to achieve the 'Key Strategic Goal' set out on Pesticides in the One City Ecological Emergency Strategy and provide some information on what the action plan comprises.

QUESTION PQ09

Subject: Free School Meals

Question submitted by: Lee Starr-Elliott

First I'd like to congratulate the current administration for stepping up to the plate and finding funds to provide FSM during the half term during October! I'm sure many across the city gladly support the council in this course of action as poverty and financial hardship shouldn't affect children no matter people's views!.

Going forward do we as a city have a plan to support those same children and families over Xmas and further school holidays as many more will be affected by the economic crisis caused by COVID-19 and the growing numbers of those being made unemployed?

QUESTION PQ10 & PQ11

Subject: Emergency Vehicle Access in BS3

Question submitted by: Amy Gibbs

1) Does the mayor acknowledge local BS3 residents' concerns of how poor parking and road regulation is having a dangerous impact on local people's access to emergency services, such as these examples from the recent Councillors' survey?

*"Inconsiderate parking is a constant issue and **an ambulance could not reach us when my baby had an allergic reaction and needed to be taken to hospital.**"**



*"I'm a disabled resident that uses wheelchair & have required an ambulance on many occasions-they really struggle to get to us. Terrified of a fire breaking out as no vehicle would reach with everyone double parked."**

...and, if so, what does he and his administration plan to do about it?

*Quoted from the recent BS3 Councillors' Parking and Road Safety Study:

<http://bit.ly/bs3parkingreport>

2) Has the Mayor seen this video of an ambulance crew not being able to reach a local BS3 resident who was struggling to breath, due to poor parking and regulation. The video shows the crew trying multiple access roads without success, and and the paramedic having to run from the ambulance at the top of the road to reach the person: <https://youtu.be/CR3QAAI8yLA>

...and, if not, would he please spend just 1m 46s watching it (especially the interview with the driver at 1m 27s) it, and then explain specifically what he and his administration plan to do to address the dangerous consequences of poor parking and road regulation in the area?

QUESTION PQ12 & PQ13

Subject: Ellie Bowie

Question submitted by: BS3 Resident's concerns re parking

1) Does the mayor acknowledge local BS3 residents' concerns regarding the impact of poor parking and road regulation on pollution, clean air and other green policies, such as these examples from the Councillors' survey?

*"Finding a space can sometimes take 30-40mins. This has gotten worse since the parallel road has been [RPS] permitted. It seems non-sensical to be driving around and polluting the air for that amount of time.**

*"People who had front gardens are ripping them up for drives to solve the problem. People who don't want to rip up their gardens are being left with nowhere to park."**

...and, if so, what does he and his administration plan to do about it in BS3?

2) Does the mayor acknowledge local BS3 residents' concerns regarding the impact of poor parking and road regulation on any attempt to increase cycling and walking in BS3, such as these examples from the Councillors' survey?

*"My [child] won't cycle to Ashton Park school because the roads are packed either side with parked cars whilst commuters circle the roads hunting out free spaces. Bikes on the road have no room."**

*"Inconsiderate parking restricts accessibility for older and disabled people"**

...and, if so, what does he and his administration plan to do about it in BS3?

*Quoted from the recent BS3 Councillors' Parking and Road Safety

Study: <http://bit.ly/bs3parkingreport>



QUESTION PQ14 & PQ15

Subject: BS3 Residents Concerns re parking

Question submitted by: John Bowie

1) Does the mayor acknowledge local BS3 residents' concerns regarding the impact of poor parking and road regulation on the safety of pedestrians, such as these examples from the Councillors' survey?

*"Every day I watch **parents with buggy's and small children having to walk out in the roads** it's just a matter of time before something serious happens."**

*"Parking on curbs, pathways and corners happens every day making it **difficult to get a buggy around**. I would imagine a wheelchair user would encounter similar issues."**

...and, if so, what does he and his administration plan to do about it?

2) Does the mayor acknowledge local BS3 residents' concerns regarding the impact poor parking regulation and enforcement is having in the area, such as these examples from the Councillors' survey...

*"The **lack of enforcement & control of road safety increases the likelihood of road accidents, anger and stress** within the affected community."**

*"There has been a dramatic increase in trucks and vans parking over curbs, blocking exits and parking over double yellow lines. **The police and the council don't do anything**. I have sent photos and recorded continual complaints about this issue."**

*"**Put double red lines on all junctions in the vicinity of Ashton Gate Stadium**. This will improve safety and access to roads for emergency services."**

...and, if so, would he take the opportunity of this current national lockdown, while there are fewer commuters parked all over the area, to take some action in line with the above comments?

*Quoted from the recent BS3 Councillors' Parking and Road Safety Study: <http://bit.ly/bs3parkingreport>

QUESTION PQ16 & PQ17

Subject: Cranbrook Road Safe Walking Route

Question submitted by: Becky Russell

See statement PS04

Question:

What factors are used in prioritising road safety projects?

What is the timescale for each stage to completion including a projected start date?



QUESTION PQ18

Subject: Cranbrook Road Crossing

Question submitted by: Charlotte Surrey

See statement PS05

Question: When can we expect to see the start and completion of a project that will deliver a safe crossing point on Cranbrook Road at the Harcourt Hill intersection?

QUESTION PQ19

Subject: Bristol Bridge

Question submitted by: Jonathan Hucker

Bristol Bridge is an important crossing point which allowed the city to develop both sides of the river. It has always provided access to the city's commercial centre to people from the south of the city. For those who live in outer suburbs, walking or cycling into central Bristol is often not an option. This especially applies to vulnerable groups such as the elderly, disabled or those suffering with health conditions. Many are now afraid to use public transport due to the Covid-19 pandemic. Following the closure of this important link to motorists, can the Mayor explain what viable alternatives are available to the people affected by this decision? And can the Mayor also give an assurance that when the Redcliffe Bascule Bridge is closed for maintenance work that Bristol Bridge will not also be closed at the same time?

QUESTION PQ20

Subject: Euro 6 ULEV standard

Question submitted by: Barry Cash

To Cabinet Member Cllr Kye Dudd:

Please can you tell me what percentage of the Taxis licensed in Bristol currently meet the Euro 6 ULEV standard? When taxis need to be re-licensed are only taxis that meet the Euro 6 standard given a new license?

QUESTION PQ21

Withdrawn

QUESTION PQ22 & PQ23

Subject: Free School Meals

Question submitted by: Shona Jemphrey

Question 1: We have all been impressed by the incredible efforts of Marcus Rashford and other campaigners to push for free school meals over the half term holidays. However, the Tories cruelly and callously refused to agree this, even though the funds are clearly there to do so. Angela Rayner called



the Tories scum for refusing to do this, and she was right; the idea that anyone can think it's ok for children to go hungry is abominable. Thousands of our own children in Bristol depend on free school meals; in Lawrence Hill, a third of children access them, which is well over a thousand children in one ward alone. I was really impressed how quickly Bristol came together to support children at risk of holiday hunger. I would like to ask the mayor, are there any plans to continue this support over the Christmas holidays if the Tories once again refuse to do the right thing on a national level?

Question 2: After the Tories' U-turn in June on free school meals over the summer holidays, the Mayor rightly called for the Government to fund free school meals all-year round – rather than people needing to campaign every time schools break up. With the Government falling short for October half-term, and uncertainty around the Christmas holidays, would the Mayor repeat that call?

QUESTION PQ24 & PQ25

Subject: Bonnington Walk Open Space

Question submitted by: Iulia Manolescu

1. How does the proposal play into the Council's plan to tackle climate change at a local level and Can the plan be altered to include the mature trees?
2. How will this proposed development benefit the existing community in terms of improved services, local jobs, improved opportunities for young people?

QUESTION PQ26 & PQ27

Subject: Bonnington Walk Development

Question submitted by: Chris Cavey

- 1) How does the Council aim to mitigate the loss of wildlife habitat from the felling of the trees & wild area?
- 2) As we have seen on Romney avenue, building works vehicles can destabilise & destroy road surfaces making them dangerous - does the council have a plan to measure, track & mitigate the impact of this from the Bonnington Walk development?

QUESTION PQ 28

Subject: Jubilee Pool

Question submitted by: Suzanne Audrey

Background - Paul Smith, who was a leading cabinet member until recently, said there is a problem with democracy at Bristol City Council resulting from the Mayoral system. He said we need to look at how backbench councillors and opposition councillors can have more of a say, and the mayoral system needs more checks and balances within it so that the majority of backbench politicians do not feel like they are just window dressing.



A cross-party group of Cllrs, recently set up by you as Mayor, has requested a rapid reopening of Jubilee Pool and unanimously rejected waiting for a cabinet meeting next year (see copy of the letter below). This is obviously affected by the current lock-down but the principle of reopening the pool as soon as possible remains.

Question - Given concerns about the Mayoral system undermining the voices of backbench and opposition councillors, how are you intending to implement the recommendations of the cross-party group of councillors including reopening Jubilee Pool as soon as possible?

QUESTION PQ29

Subject: Bonnington Walk Development

Question submitted by: Gita Judah

I am a local resident that will be negatively impacted by this development.

I understand the need for housing but within the same Lockleaze area are other plots of land that would be better developed.

Question. Why is this development going ahead when it would destroy the SSCI status when Bristol is supposed to be a green city? There is no wild place in Horfield/Lockleaze.

Other open grass spaces provide no habitat for wildlife. The Wildlife Trust have said habitats need to be protected in towns as well. Why isn't other more suitable brown field sites nearby being developed first?

QUESTION PQ30 & PQ31

Subject: Clean Air Zone Boundaries

Question submitted by: Ed Plowden

There are two options proposed for Clean Air Zone boundaries, and from previous experience (for example with Residents Parking Zones) it is likely that at the boundaries of the zones there will a displacement effect, with the possibility of additional traffic and rat running. This has the potential to make air quality worse in these areas.

Q1 Have these effects been modelled, now or in the past, and can the public access this modelling in an understandable way?

Q2 How can residents reply meaningfully to the consultation, particularly the difference between the two zone options, without this information?



QUESTION PQ32**Subject: Bonnington Walk****Question submitted by: Esme Roslin**

I am emailing to raise concerns that are the combined voices of community groups who keep being ignored! ACORN Lockleaze members, residents, members of the Residents' Planning Group and contributors/members of the Bonnington Walk Open Space Facebook page have and continue to demands a:

- **A green corridor** (including existing hedgerow and trees) around the site to link the green space to private gardens in the surrounding streets and provide a green barrier that helps maintain privacy.
- **No 4-story buildings**, to fit in with the existing character of Lockleaze
- **Development planned around existing trees and green space** rather than the other way round
- **A high level of Affordable Homes to rent** - we welcome the previous level of 50 per cent but this includes shared ownership.

Despite the changes to the original plans that reduced the number of houses and density (in January 2020) and retained more space alongside Concorde Way, the concerns of residents have been consistently ignored. We support the scrapping of the changes that proposed to widen Concorde Way at the expense of our Community Orchard but do not support proposed loss of allotments.

Question: Our views have not been taken into account we want you to strongly commit to working with us to ensure we get the following:

- **Changes (potentially minor) to the proposals** to enable more trees to be retained in the development area (as Bristol Tree Forum say is possible) and to create a green corridor around the edge.
- **To meet with councillors on the planning committee** before they meet to decide the fate of our green space. This will not affect their neutrality and they will be meeting with planning officers anyway.
- **50% Affordable Homes to rent, rather than including shared ownership.**
- **The council to publicly acknowledge that most of the trees they say will be retained** are in fact on private land so may not remain in place; **that replacement tree planting**, while welcome, will lead to an increase carbon emissions for 35-40 years; **state how they plan to ensure that their Planning Development team can better follow council policies** about maintaining trees and green space and the climate emergency, while providing the housing we need.

We stand firm in our position and await your backing.



QUESTION PQ33 & PQ34

Subject: Bonnington Walk development

Question submitted by: Axle (Lockleaze Resident)

1. How will this proposed development benefit the existing community in terms of improved services, local jobs, improved opportunities for young people?
2. How does the proposal address the Council's plan to tackle climate change at a local level?

QUESTION PQ35 & PQ36

Subject: #BangOutOfOrder Campaign

Question submitted by: Thomas Hathway

You may be aware of the #BangOutOfOrder campaign from the RSPCA. The campaign seeks to lessen the hazards posed to pets, wildlife, and people from poorly planned public and private displays. There is notable public concern about the effects that fireworks have on animals, and research from our own Bristol University indicates that nearly half of pet dogs exhibit fearful behaviour when they hear them.

There are four achievable aims for Council set out in the campaign:

- To require all public firework displays within Bristol City Council boundaries to be advertised in advance of the event, allowing residents to take precautions for their animals and vulnerable people
- To actively promote a public awareness campaign about the impact of fireworks on animal welfare and vulnerable people – including the precautions that can be taken to mitigate risks
- To write to the government urging them to introduce legislation to limit the maximum noise level of fireworks to 90dB for those sold to the public for private displays
- To encourage local suppliers of fireworks to stock 'quieter' fireworks for public display.

1. Would you commit to implementing these four objectives in time for celebrations leading up to the New Year?

2. If not, would you commit to engaging with the campaign ahead of future displays on Council managed land?

QUESTION PQ37

Subject: Planning Appeal Bristol Airport

Question submitted by: Tim Wye

Could we please be advised what position Bristol City Council and the mayor's office is taking on the planning appeal regarding the expansion of Bristol airport



QUESTION PQ38 & PQ39

Subject: Bonnington Walk Open Space

Question submitted by: Rob Dixon

In relation to the proposed development on council-owned green space at Bonnington Walk Open Space, which is intended to be submitted for planning approval at the end of November:

1) How many and what proportion of the trees proposed to be retained are actually on private land rather than the site itself? Many are on railway land. Network Rail have a policy of removing trees at the side of rail lines, have confirmed they cannot commit to retaining them and have objected to the application. This is in contrast to planners deciding that trees and vegetation will not be kept in areas where the occupants of new houses are responsible for them due to concerns that they will not be maintained. Will the Mayor and cabinet acknowledge this contradiction, that these trees cannot be safeguarded and as a result the tree survey is inaccurate and numbers of retained trees and replacement trees too low, and commit to action to remedy this?

2) The council have announced a programme of replacement tree planting. How long does the mayor estimate it will take for new planting on the site to compensate for the increased CO2 emissions caused by felling existing ones. Bristol Tree Forum have estimated 25-40 years. If this is the case can the mayor explain why the council has not decided that this is an easy site to plant new trees towards their plan of doubling the tree canopy?

QUESTION PQ 40 & PQ41

Subject: Bonnington Walk

Question submitted by: Claire Mitchell

These questions are about the council's proposals to green space at Bonnington Walk. I believe this will be submitted to the planning committee later this month:

1. Can the mayor or appropriate cabinet member tell me how many trees will be lost as some have not been not counted but are included in groups G69 & G74 in the planning documents. I believe that Bristol Tree Forum made a FOI request but this has not been answered.

2. Since the tree replacement programme does not take these into account, please will the mayor or cabinet member say how the council intend to increase this to make it more accurate?

