

Summons to attend meeting of Full Council



Date: Tuesday, 18 October 2022

Time: 5.00 pm

Venue: The Council Chamber - City Hall, College Green,
Bristol, BS1 5TR

To: All Members of Council

Issued by: Oliver Harrison, Democratic Services

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

Tel: 0117 3526162

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

Date: Friday, 7 October 2022



Agenda

6. Public Petitions, Statements and Questions

Public forum items can be about any matter the Council is responsible for or which directly affects the city. Submissions will be treated in order of receipt and **as many people shall be called upon as is possible within the time allowed within the meeting (normally 30 minutes).** (Pages 3 - 93)

Further rules can be found within our Council Procedure Rules within the Constitution.

Please note that the following deadlines apply to this meeting:

- a. Public petitions and statements: Petitions and written statements must be received by **12 noon on Friday 14 October 2022** at latest. One written statement per member of the public is permitted.
- b. Public questions: Written public questions must be received by **5pm on Wednesday 12 October 2022** at latest. A maximum of 2 questions per member of the public is permitted. Questions should be addressed to the Mayor or relevant Cabinet Member.

Public forum items should be e-mailed to democratic.services@bristol.gov.uk

Signed



Proper Officer
Friday, 7 October 2022



Public Forum

Date: Tuesday, 18 October 2022



Agenda

1. Petitions and Statements Received

(Pages 4 - 69)

Ref No	Name	Title
PP01	Miss D T R-Oakly	Colston Parade Road Name Change
PS01	Residents of Kensington Road	Concerns Regarding Kensington House
PS02	Suzanne Audrey	A citizens' assembly on Bristol's new committee system of governance
PS03	Roger Dickinson	Extension of Southville RPZ
PS04	David Redgewell	Bus Tenders – West of England Combine Transport Authority and North Somerset Council
PS05	Emma Green – Bristol Disability Equality Forum	Impact of Clean Air Zone Plans on Disabled People
PS06	Tom Clermont	Road Usage for Hospitality Businesses
PS07	Dr Ettore Lamacchia – The Victoria Park Community	Bristol's Residents' Parking Zone scheme
PS08	Alderman Steve Comer	Airport Statement
PS09	Sian Ellis-Thomas – Chairman of Friends of Redcatch Park	Redcatch Community Garden
PS10	Lesley Powell – Vice Chair of Friends of Redcatch Park	Redcatch Community Garden
PS11	Louise Spellward	Road use Gorgeous Hospitality Businesses
PS12	Rory Casey	Road Usage for Hospitality Businesses
PS13	Jen Smith	Golden Motion, Send Social Media Monitoring
PS14	Jill Tarlton – Bristol Tree Forum	Protect Existing Bristol City Council Trees and Plant More
PS15	Michelle Jackson	A4018 'Improvements'

PS16	Claire Bowers	Opposition to Proposal on A4018
PS17	Vicky Read	Bus Lanes on THE A4018
PS18	Ann Hughes Devereaux	Who Will Benefit From The Destruction Of Nature In BRISTOL'S City Centre
PS19	Michelle, Wayne, Joshua and Jacob Haskins	Bus Lanes on The A4018
PS20	Kevin Fitzgerald	Bus Lanes on The A4018
PS21	Allison Lambert	Bus Lanes on The A4018
PS22	Professor John Tarlton - Bristol Tree Forum	BRISTOL MUST ACT ON ITS CLIMATE AND ECOLOGICAL EMERGENCIES
PS23	Charlotte Tedenljung	A4018 'Improvements'
PS24	Anita Bennett	Building Homes in Flood Zones
PS25	Lucy Bartlett	A4018 'Improvements'
PS26	Lesbian Rights Alliance, Bristol Branch	Trans Inclusion and Gender Identity Policy
PS27	Bethany Harris	Road Usage
PS28	Dave Langley	A4018 'Improvements'
PS29	Penny Porter	A4018 No Bus Lanes Please
PS30	Suzan Sadie Hackett	Climate Change and Bristol Inner City
PS31	Gloria Walsh	Bus Lanes on A4018
PS32	Jo Hooper	Bus Lanes on A4018
PS33	Kate Baxter	A4018 'Improvements'
PS34	Carolyn Webb	A4018 'Improvements'
PS35	BARBI - British Association of Restaurants, Bars and Independents	Road Usage for Hospitality
PS36	Edyta Koloszewska	Bus Lanes on A4018
PS37	Lindsay Hamlin	Improvements Proposed for the A4018
PS38	Agata Ptak - Concerned parents of Brentry Primary School	Pedestrian Crossing
PS39	Lukasz Kazmierczuk	Knowle Lane Pedestrian Crossing Issue
PS40	Hugh Woodman	Bus Lanes on A4018
PS41	Hayley Hemming - Bristol Parent Carer Forum	Motion Regarding Bristol Parent Carer Forum
PS42	Kerry Sutton	Improvements Proposed for the A4018
PS43	Ben Cheshire - of The Coronation BS3 1DD	Road Usage for Hospitality Businesses
PS44	Tom Elliston	Road Use for Hospitality
PS45	Heather Malcolm	Pavement & Road Use for Hospitality
PS46	Steve Deacon	Road Usage for Hospitality Businesses
PS47	Jan Parsons	Improvements Proposed for the A4018
PS48	Laura Guest	Road Usage Removal - BS3 Hospitality
PS49	Allen Hamlin	Improvements Proposed for the A4018
PS50	Kirsty Griffiths	Improvements Proposed for the A4018

2. Public Questions Received



Ref No	Name	Title
PQ01	Miha Klement	Brislington Cycle Path
PQ02	Suzanne Audrey	Committee System
PQ03	Suzanne Audrey	International Travel Policy
PQ04	Stephen McNamara	Trans Rights are Human Rights
PQ05	David Redgewell	City Region Bus Network
PQ06	Anna Swift	Temporary Pavement Licences
PQ07	Helen Powell	Handling of FOI Requests
PQ08	Jen Smith	SEND Surveillance
PQ09	Rose Crossland	Treaty on the Prohibition of Nuclear Weapor
PQ10	Tom Bosanquet	Ashley Road junction works
PQ11	Martin Rands	Avon Crescent
PQ12	Rob Bryher	St George Park
PQ13	Anita Bennett	Flood Zones
PQ14	Rachel Horsington	Trees in Easton
PQ15	Rachel Horsington	Bristol to Bath Cycle Path
PQ16	Sarah Middleton	Chelsea Park Colston Road Trees
PQ17	<name redacted>	Gender Identity
PQ18	Clarissa Payne	Legality of Silver Motion

(Pages 70 - 91)

Issued by: Oliver Harrison, Democratic Services
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PP01 Colston Parade Road Name Change (39 signatures)

Petition Organiser: Miss D T R-Oakly

That Colston Parade BS1 6RA be changed to one of the following / something similar:

Queens Parade

Jubilee Parade

Captain Toms Parade

Percy Pigs Parade

Redcliffe Parade

Windrush Parade

STATEMENT PS 01

Submitted by Residents of Kensington Road

Title: Concerns Regarding Kensington House

Context.

Kensington Road is an attractive tree lined road that consists of late Victorian terraced houses, and is located off the A420. In 2005 the residents formed a residents group to address any issues of concern, and they also worked hard to horticulturally enhance the road.

The residents have won top awards from the RHS. The street was featured as a show case garden at RHS Hampton Court Flower Show . There is a strong sense of unity and community cohesion from within this community of local residents.

The residents group still operates, and the residents regularly contact each other if any issues need to be addressed.

Kensington House.

There is a Victorian chapel now called Kensington House, that currently houses up to ten mixed gender residents, and is operated and managed by St Mungos.

Some of the residents who live there were formerly homeless, or some have alcohol or drug addictions.

Kensington house has not been deemed to require evening care or weekend care.

The staff are generally on duty from 9am to 5pm Monday to Friday. They rely on an out of hours service for incidents arising on the weekday evenings, or at the weekends.

Staff have to make a special journey, sometimes by taxi, from the out of hours service to deal with any issues such as deactivating the fire alarm, and on many occasions it has been left to ring for very long periods.

Often with anti-social behaviour this is referred back to the management of Kensington House when they return to duty, and is generally not addressed by the out of hours service.

We acknowledge that these hostels can make a huge and positive impact on the residents who live there, but the issues need to be properly managed in order to lessen the negative behaviours that any clients have on the wider community. We feel we need places like Kensington house, and want it to work as an establishment to help people reinstate themselves in communities. That unfortunately seems lacking there at the moment.

It is the way it is managed that we are objecting too, not its purpose.

In former years there was substantial community engagement with Kensington House, but the goodwill has now been lost due to the recurring issues.

We have pointed out to St Mungos and the two ward councillors, and the MP that these disruptive behaviours must also have had a negative impact on the quiet residents of Kensington house who genuinely wish to follow a pathway of full recovery.

In the past the Police have served ASB orders to the disruptive clients at the hostel.

When this happens, St Mungos have tended to terminate their clients housing contact . Then more disruptive residents are housed at Kensington house, so the pattern has become cyclic.

We are aware this is happening once again recently, with one resident from the hostel whose behaviour and language has been appalling. Not only had she disrupted her fellow residents, but she has negatively impacted on the wider community and regularly disturbed their lives.

Residents have historically reported issues to the police and arranged meetings with them in the past. The community has reported the concerns to St Mungos, the ward councillors and MP. However, we have received little or no feedback from them about the actions they will be taking to address and resolve the problems. The councillors have recently begun to respond, as the problems have become more severe and repetitive, but they have not reached out to offer to meet us to discuss the historic and ongoing issues. The councillors must realise the negative impact these ongoing issues have had on this community over numerous years.

Ongoing issues and major concerns.

There has been a very long history that extends over numerous years of major anti-social behaviours emanating from Kensington House. This includes the fire alarms going off and disturbing the residents sometimes in the early hours and waking the residents up who live opposite or close to Kensington House.

There has also been a long history of ongoing antisocial behaviour that also extends over many years of noise, abusive behaviours, shouting, and obscene language from some clients who live at Kensington House. Generally, there are no staff on duty to address these issues when they occur.

Historically, we as a community have contacted Kensington House and the two ward councillors and the M.P. to raise our concerns and make formal complaints about the ongoing noise and disruptive and anti-social behaviours. We as a community have retained a huge portfolio of the complaints and responses.

However, the behaviours still continue to this current week.

We as a community have constantly reiterated the suggestion that until 24 hour care is urgently placed at Kensington House, the problems will sadly continue.

Sadly there has not been a successful resolution to the problems.

During the Covid lockdown, a former manager of Kensington house could be heard shouting as he tried to evict a person who had illegally been smuggled into Kensington House. The noise could be heard from four houses away from the hostel .

In 2021 residents reported and witnessed drug dealing occurring, and involving some residents from Kensington House . This was reported to the Police, to St Mungos, and the two ward councillors.

The noise continued regularly throughout 2021 .

Here are several typical examples, and several incidents that were reported to St Mungos and they were heard by neighbours living close by:-

23/08/2021 2130 (approximately) shouting from a female at Kensington House

07/09/2021 0230 female shouting to get in to Kensington House

15/09/2021 1930 fire alarm going off

11/10/2021 0418 loud talking outside Kensington House

28/07/22 Some residents received an email message from the Deputy manager. Part of the email states. I'm happy to take calls from any of you if you want to talk in more detail or simply to vent. I totally get you have been pushed beyond your tolerance limits and that, though you would like to be supportive, this must come with conditions which I fully agree with.

For several years some residents have smelt Cannabis coming from Kensington House during early mornings when they go to work, to late at night when there are no staff of duty.

Hypodermic syringes were also found in Kensington Road several years ago by local residents.

Some residents forget their front door keys to Kensington House, and when they arrive to their temporary home, they often wake up the neighbours by banging on the front door and shouting abusive language. There are no staff on duty at this time.

A number of years ago, the residents of Kensington Road suggested a key safe box was installed near the front door of Kensington House. One was installed, but we now understand the key safe box is for the use of Fire or other emergency teams, and the residents of Kensington House are not entitled to access the key safe box if they have forgotten their key. Therefore, the problems are recurring. Presumably the staff do not remind their clients to have their front door key with them when they meet with them, or is there is a sign installed on the inner wall of Kensington House near the front door to remind the clients?

A bottle of Methadone was found in 2021 near Kensington House by one resident with a nursing background. Human faeces were also found nearby. The same resident who detected this knew they were human waste remains from their nursing background, and

that the person who had left the remains had addictive behaviours. Again, the issues were reported to St Mungos.

In the last few weeks, neighbours have been woken up yet again by shouting, abusive language from some residents from Kensington house. Recently two fire engines attended when the false fire alarm was activated yet again. Later the alarm was activated again later that night.

Several days ago the Fire alarm was once activated again and the community understands that an obstacle was thrown by a resident from Kensington House against one of the fire detection sensors.

We as a community have now reached the collective opinion that Kensington House is collectively failing in its duty of care to their vulnerable clients and also to the wider community.

Recommendations.

We now urgently recommend the following options to Bristol City Council:

- To resolve the ongoing and historic issues as full time care now needs to be urgently installed at Kensington House. The community is frustrated and annoyed that their lives are constantly being disrupted.
- There is a deputy manager, and two case workers working at Kensington House. There is also a local manager and a Bristol manager. St Mungos seems to be heavily overstaffed with managers. If one of these paid posts were to be relinquished, money could be found to put into the full time care at Kensington House
- If St Mungos do not have the financial reserves to provide this full time support, then another service contractor needs to be awarded the contract with immediate effect as St Mungos are not complying with their duty of care.

As a last resort, if there are no immediate or long term improvements at Kensington House we as residents will sadly need to campaign for the closure of Kensington House.

These problems have been allowed to continue for many years, and this is now affecting individuals health and wellbeing due to their lack of sleep.

Many residents have now lost faith in these issues being successfully resolved.

Successful interventions should also have been made a long time ago by the local councillors and MP, as they have been made fully aware of the ongoing issues for many years.

We therefore felt the time has now arrived to bring these serious concerns to a full meeting of Bristol City Council.

STATEMENT PS 02

Submitted by Suzanne Audrey

Title: A citizens' assembly on Bristol's new committee system of governance

The majority of people voting in the referendum on 5 May 2022, voted against the elected mayor system and in favour of committees made up of elected councillors.

The result was conclusive, with 59 per cent favouring the committee system, but the turnout was 29 per cent: this was a higher than the 24 per cent turnout for the 2012 referendum when 53 per cent favoured an elected mayor system, but it does suggest lack of engagement with local democracy.

The change in the governance system, and the requirement to consider the finer details of the new committee system, provides an opportunity to develop a more inclusive approach to understanding, and hopefully improving, Bristol's democratic processes.

Key arguments for removing the elected mayor include the over-concentration of power in the mayor's office, lack of transparency in decision-making, and the marginalisation of local councillors in matters affecting their wards. For example, Business West leaders have stated: "We share the legitimate concerns that the role of councillors in decision making has been restricted and that the expansive remit of the mayor risks overloading one individual... We want an open debate about all these points so that we can see democracy strengthened."

But what form should an "open debate" take?

A cross-party working group of 12 councillors is now considering details of the new committee system, chaired by cabinet member Cllr Helen Holland who indicated "how we engage with citizens in the work that we're doing" is "very high on the agenda".

Although engaging citizens may be high on the agenda, we still have no indication of what form it might take. One way of engaging citizens is a citizens assembly – a representative group of citizens who are selected at random from the population to learn about, deliberate upon, and make recommendations in relation to a particular issue.

The local government association states: "The deliberative element – through which citizens are given time and resources to learn about, reflect on, and discuss a topic in-depth – also marks it out from other consultative methods which may require participants to give their opinions before they have had a chance to take a balanced look at the arguments."

Mayor Rees praised Bristol's first citizens assembly (focussed on recovery from the Covid-19 pandemic) and said "this process offered an opportunity to meaningfully engage our citizens... the variety of experiences they brought to the table will allow us to better drive change that works for everyone."

I hope the cross-party working group, together with relevant officers and members of Bristol City Council, will support the implementation of a citizens' assembly to encourage and enable wider participation in Bristol's democratic processes.

STATEMENT PS 03

Submitted by Roger Dickinson

Title: Extension of Southville RPZ

I am increasingly frustrated by the refusal of the council to extend the Southville RPV to the other side of North Street.

I have never heard a single reason for not doing it other than Marvin saying in his opinion not enough people wanted it!

May I urge action on this please.

My councillors recognise on their residents' behalf the enormity of this problem but it appears that the mayor is personally blocking it.

We need reasons not simply his opinion about the insufficient numbers of the desperate people that need it.

STATEMENT PS 04

Submitted by: David Redgewell

Title: Bus Tenders

We are very concerned about the Bus service cuts in the Greater Bristol and Bath city region from 9th October 2022

With the deepest bus service cuts anywhere in South west England .
We are very concerned that despite the bus driver shortages and recruitment campaign by First group plc and stagecoach group.

We are see the transfer of resources
from secondary bus Network in Greater Bristol and Bath city region

The 178 has not been tendered
Radstock, Westfield, midsomer ,Norton paulton , Timbury ;marksbury keynsham Bristlington, Arnos vale Bristol Temple meads station ,Bristol bus and coach station.
But this services has now been taken over by Citistar and Abus .
Between Bristlington Park and ride, Keynsham ,Marksbury,Timbury,Paulton and Midsomer Norton.

82 Been tendered , Radstock, Westfield midsomer Norton, paulton Town services.
Now operated by libra travel

Services 20,Bath circular 11Bath to whiteway,12 in Bath to Bathampton have been tendered .
No operator at present causing Hardship to the Royal United hospital in Bath Somerset.

22 bus service in Bath has .been tendered. Operated by Abus

20 service has been tendered.
No operator found link to the Royal United hospital Bath Somerset.

And Hct group contract in Bristol.
North Somerset and Gloucestershire.
52 53 54 55 505 ,506, 512, 511
Have been tendered
505 , 505, 515 ,516 all replaced
By the Big lemon bus company of Brighton sussex.

These 3 services were used by residents
In whitchurch village.
55 whitchurch Hengrove Dundry to Bristol Airport
55 whitchurch Airport to clevedon via Yatton.
53 clevedon town services.
No Operator found.

515 stockwood, whitchurch Hengrove Hospital imperial park
Now operated by the big lemon bus company

516 Whitchurch,Hengrove,knowle
Services tendered.

Now operated by the big lemon bus company.

505 long Ashton park and ride to Clifton Cotham and Southmead hospital bus station.
Now operated by the big lemon bus company Brighton Sussex

506 Bristol city centre Lawrence hill Easton Eastville Horfield.
Now operated by the big lemon bus company Brighton Sussex

But not tender key route
In South Bristol.

96 St Anne's park Bristlington knowle Hengrove. Add on to 36 .
Bristol city centre to st Anne's.
Now Operated by Abus of Bristlington,Bristol.

East Bristol bus cuts are of Deep concern
Services 5 Downend, Oidbury court Fishponds Broomhill Stapleton Eastville park st werburges st
Paul's Bristol city centre.
Is completely withdrawn.
And Replacement is the 47 Hourly with No Sunday or Evening services .

Services 47 operates.
Yate bus station westerleight Puckchurch Emerson green Downend oidbury court ,Fishponds
Road,Eastville park st werburges , st Paul's Bristol bus and coach station.
Once an hour Daytime only
Not a replacement for services 5
Does not serv Parts of Fishponds Broomhill and Stapleton.

Y3 Bristol to yate. Via Winterbourne
Y4 Bristol bus and coach station Eastville park,
Stapleton,Frenchay,Hambroke winterbourne,Frampton cotterell, iron Acton Coalpit to yate park
and ride yate Rail station and Yate bus station.

The loss of bus service in North East Bristol has caused great deal of concern to the communities of
st Paul's, st werburges,Eastville,Park Stapleton Frenchay,Hambroke Frampton and winterbourne
and Yate bus station.

With the only option is Y1 yate bus station to Bristol bus station.
Direct via Coalpit Heath.
Or Yate to Bristol Temple meads station by First group Great western railway

Or the Y 6 bus service.
Chipping sodbury, Yate bus station .coalpit Health
Winterbourne,Frampton cotterell Iron Acton,Hambroke, Bristol Parkway station little
stoke,Patchway cribbs causeway bus and coach station,Filton Southmead hospital bus station
Gloucester road Bristol Bus and coach station.

If you want to get to Bristol from winterbourne and Frampton cotterell you to change at Bristol
Parkway station to a First group Great western railway train .
Or m1 metro bus near the station or services 73 to Bristol at Bristol parkway station.
Otherwise it very long journey to Bristol Bus and coach station from winterbourne and Frampton
cotterell via Southmead hospital bus station and Gloucester road.

All routes which should have been tendered as along with 178 .they have been we understand now

379 Bristol bus and coach station Bristol Temple meads station Knowle Hengrove whitchurch pensford Clutton Farrington Gurney ,Paulton ,Welton ,westfield Peasdown st john Bath is a great service every 30 mins along the wells road, but is not the same route .

178 Radstock Westfield midsomer Norton paulton ,Timbury ,marksbury keynsham Bristlington Arnos vale Bristol Temple meads station Bristol bus and coach station.

Now Operated by Abus /citstar/ First/
Brislington park and ride keynsham ,Timbury. Marksbury Timbury Paulton,Midsomer Norton.

379 Bath spa bus and coach station to Bristol bus station via peasdown st john Radstock ,midsomer Norton ,paulton wells Road, Clutton ,pensford, whitchurch Hengrove knowle Bristol Temple meads Bristol bus and coach station

Good service should have started April 2023

When more drivers have been recruited

As use up drivers.

As does the 349 Bristol bus and coach station Temple meads Arnos vale Bristlington keynsham which follows the park and ride services costing £ 700 00 and uses Drivers .

That could have used on local services

Services 4 operating Odd Down park and ride to Bath city centre bus and coach station to Royal united hospital.

Replacement for services 42 .

Odd Down park and ride to the RUH

Via Twerton.

Royal united hospital would not fund the services from it car park money.

No tender

Services 3 Bus station To Bathford

Will not serv Elmhurst estate.

Cars BLOCKING the buses.

Replacement services 13

Bathford to Bath spa bus and coach station

X2 tender services Yatton to Bristol bus and coach station.

Tender by North Somerset council.

This is now replaced by First group Great western railway.

Yatton for clevedon Nalisea and Backwell parson street, Bedminster and

Bristol Temple meads

Or Yatton for clevedon worle parkway Weston millon,weston super mare, Highbridge and Burnham on sea Bridgwater and Taunton.

126 wells bus and coach station to cheddar,Axbridge winscombe Banwell locking Weston bus and coach station.

Tendering by North Somerset council and Somerset county council.

Only replaced between Wells bus and coach station, Westbury sub mendip Draycott,cheddar,

Axbridge

Libra travel

No services Cheddar, Axbridge winscombe, Banwell, locking, Weston bus and coach station.

D2 Bath to Frome via Midford, Norton st Phillips, Rode and Beckington.

Not tendered by Somerset county council.is west of England mayoral combined transport Authority not asked for money

Evening service now replaced by First group buses.

But not the Evening services.

Train services Bath spa to Frome .

But no morning bus service.

Sunday services still operating.

2 hourly.

Services 20 Weston super mare bus and coach station Railway station, uphill hospital, Brean , Barrow and Burnham on sea .

Sunday services not tendered Somerset county council and North Somerset council.

No Sunday bus service to Weston super mare hospital.

Train for Highbridge and Burnham on sea to Weston super mare railway station.

But no hospital link.

We to to promote bus railway tickets.

Freedom pass and plus bus tickets.

Where passenger will need to make bus rail journeys.

Bus tickets where they are on more operator

Services

Bath rider

Avon rider

Weston super mare rider

Wiltshire Rambler.

Faresaver is looking at taking over services in the Bath area

A bus on the 22 Twerton to the university and 82 Radstock Westfield midsomer Norton paulton town services. Libra

A BUS AND CITISTAR ARE RUNNING service midsomer Norton paulton Timbury marksbury keynsham Bristlington park and ride

Now operated by citstar and Abus limited.

The issue for first group plc is they are putting all their resources on the most profitable route with government funding and main line buses.

University and college services which make money but drop secondary social bus Network.

This is an issue need to be addressed through the enhanced quality partnership schemes west of England mayoral combined transport Authority and North Somerset council.

Or with North Somerset council joining the west of England mayoral combined transport Authority with the lep.

A bus Franchise area needs to be established by the west of England mayoral combined transport Authority Dan Norris if a enhanced quality partnership does work for community.

Including the west of England mayoral combined transport Authority and North Somerset council to improve bus and public transport interchanges and infrastructure.

Including repairs bus and coach stops and shelters and removing tagging

The metro mayor Dan Norris need to take over bus infrastructure bus coach stations and interchanges.

And precept to fund public transport like the west Midlands combined Authority

Mayor Andy streets

Greater Manchester combined transport Authority

Mayor Andy Burnham.

The metro mayor needs a higher Transport levy from Bristol city council, South Gloucestershire council Banes and North Somerset councils .

A precept plan for raising money for Railway services,buses,coaches mass transit Ferry service walking and cycling

With North Somerset council being a full member of the west of England mayoral combined transport Authority.

We need to Make progress on Bristol Pill to Portishead line metro west.

And a new station at Ashton Gate.

We need to Make progress on Bristol Temple meads station, Lawrence hill Stapleton road Ashley Down Filton Abbey wood Filton North for the Arena Henbury for cribs causeway metro west phase 2 .

The Bristol Temple meads station Lawrence hill Stapleton road Ashley Down Filton Abbey wood Bristol parkway station yate ,charfield, cam and Dursey stonehouse ,Bristol road and Gloucester central, Cheltenham spa.

Kind regards David Redgewell South west transport Network and Railfuture Severnside.

Peter travis Somerset bus partnership and Somerset catch the bus campaign.

Ian Beckey Gloucestershire catch the bus campaign

STATEMENT PS 05

Submitted by: Emma Green - Bristol Disability Equality Forum

Title: Impact of Clean Air Zone Plans on Disabled People

[Hundreds of Disabled people](#) are created and die because of Bristol's dirty air crisis every year. We need to clean our air quickly, but the current plans will impact most on Disabled people and people with long term health conditions. These people are already struggling due to austerity, the pandemic and now the cost-of-living crisis. The scheme could mean many lose access to a car, be trapped in their homes and face fines that will drive them even deeper into poverty and cause serious harm.

The [2021 Equality Impact Assessment](#) on the CAZ recognised that Disabled people will be "disproportionately" impacted. Despite this, insufficient mitigations have been put in place. While some elements are controlled by central Government, the council can do more to make plans accessible.

Problems include:

Insufficient Funding: There isn't enough financial support available to be able to get a vehicle that can be used in the zone. People have to work or volunteer for a certain number of hours to be eligible. Even if a person does qualify, £2000 won't be enough to re-adapt a car when re-adaptions and new vehicles can be [£40,000](#).

Lack of Sufficient Public Transport Alternatives: One component of the grant scheme offers credits to individuals to use public transport or voi instead of their car. However, [many services](#) are being lost, and buses and Voi are often inaccessible and unaffordable for Disabled people.

Short Exemption Period: While there is an exemption period for blue badge holders this only lasts until March 2023.

Unaffordable Charges: The daily charge is £9, and people have only 6 days to pay before being fined £120. This is unaffordable when Disabled people are over a [third of adults in poverty](#). 6 days to pay is unreasonable for people who also face considerable other barriers and may experience cognitive dysfunction.

Solutions

It doesn't have to be this way. We call on the council to make the following changes to make the scheme just:

1. Increased financial support for those who need to re-adapt vehicles.
2. Continued exemption for Blue Badge Holders or other exemptions for those who aren't Disabled Tax class eligible.
3. Exemptions to include Disabled people or those with long term health conditions who are unemployed or retired.
4. More accessible options to contact CAZ team and pay fines.
5. Automatic notifications for people driving into CAZ so they don't unknowingly get faced with fines.
6. An extended period to pay before being issued a fine.
7. Disability Equality training for phone line operators so that they can talk appropriately to Disabled people.
8. All information to have Easy Read versions ready.
9. A fully accessible Clean Air Zone webpage. (Accessible here referring to meeting the needs of Disabled people.)

10. Make accessible and affordable public transport a priority.

The cost of clean air can't be the independence of Disabled people. But with a little care the scheme could be made fair for all.

STATEMENT PS 06

Submitted by Tom Clermont

Title: Road Usage for Hospitality Businesses

I am the head of sales for Bristol Beer Factory,

We are a major employer in South Bristol and the hospitality sector, employing 18 people at our brewery and another 30+ in our 3 venues/pubs. We are big supporters of a circular Bristol and North Street economy, working closely with and supplying beer to independent venues on and around North St and all around the city. We have seen first-hand the enormous difference that outdoor seating and road usage for hospitality venues has made.

The differences cascade. It is stated policy to be reducing car journeys. And for the 'price' (or is it bonus?) of removing ~2 parking spaces, venues like The Old Bookshop, Albatross Cafe and the Coronation have been able to revolutionise their and reinvigorate both their wider community and their businesses.

The positive impacts of the use of road space for outside seating are manifold and wider than I think might be being understood when decisions to remove their usage rights are made:

- businesses that otherwise may have gone to the wall remain open providing vital community meeting spaces.
- Moreover, these businesses thrive and increase capacity and are busier than ever, employing MORE people. They have a chance in their new states of outside space increasing capacity and appeal to withstand even the insane energy increases.
- The aesthetic and vibe of the streets these businesses operate on are hugely augmented. A Paris or Rome-style cafe culture of outside dining and drinking carries voices and laughter and joy across the streets and attracts customers and tourists to the area.
- The outside seating enables increased capacity and more diverse use from locals and encourages Bristolians to spend their money in these seemingly bustling independent venues which is helping to (and has become essential to) keep these businesses open, hospitality workers employed, even helping businesses increase jobs while others are having to decrease or shut entirely.
- An independent circular pedestrianised human focussed economy is thriving in independent hospitality in Bristol in the most unworkable of circumstances largely because of pubs' ability to adapt and serve a wider audience with greater flexibility using Road and parking areas. Removing these areas loses a part of what has become a uniquely Bristol culture of outdoor cafe pub dining and money-spending.
- Revoking these pubs' rights to use their outdoor spaces will cost time, money and ultimately livelihoods. These decisions will lose jobs.
- It's anti-business and it's pro-car! What are we doing here?
- Businesses in certain areas of the city have been able to keep their outside road spaces, which is fantastic. But this only serves to highlight the shame of forcing those South Bristol venues highlighted above and others to close theirs. When all that will be 'regained' is parking for cars! Which nobody wants! Which flies in the face of council policies and initiatives to reduce car traffic such as the congestion zone. There is little point in adding 2 car parking spaces when it makes the difference between continued employment and bust for businesses. Don't think I'm exaggerating. Pubs such as the coronation would be bankrupt due to the combo of covid and energy prices without the outside space more than doubling

capacity and attracting customers new and old to spend money in a independent venue that employs 10+ staff.

Please reconsider revoking road space access for seating for those pubs and cafes in Bristol currently slated to lose it later this year.

I would be very happy to give more time and detail on this subject in person or over the phone to whoever may benefit from it. We are deeply involved in hospitality in Bristol and believe me when I tell you these few parking spaces are about to cost Bristol's economy a lot of money and a lot of people their jobs.

STATEMENT PS 07

Submitted by Dr Ettore Lamacchia - the Victoria Park Community

Title: Bristol's Residents' Parking Zone scheme

I'm Dr Ettore Lamacchia, a resident of Merioneth street. I'm writing to make a formal request/enquiry on behalf of the Victoria Park Community, to include our area in Bristol's Residents' Parking Zone scheme.

The streets around and adjacent to Victoria park are currently free from parking restrictions. As a result, the area has become a 'free for all' car parking spot for anyone looking to walk to Temple Meads or the centre. This often makes it very difficult for residents to find a parking space and I personally have seen on numerous occasions, cars being parked and left on the street for the entire working week whilst the owner (presumably) walks to TM and works out of town.

This is of course inconvenient, but I write to you today because our fear is that the situation will worsen still when the Green Area Zone comes into effect, especially given the fact that the area is a virtual gate. Further to this, the many developments planned in the area (such as Bedminster Green, Mead Street and Temple Island) do not seem to include the necessary infrastructure to adequately accommodate the resulting need for more parking, only compounding the issue.

Having consulted my fellow residents on the matter, I have received overwhelming support for this petition. The local population is comprised largely of young families with children and elderly people, all of whom are in need for frequent and comfortable access to transport. We've also received support from our local councillor Mr. Ed Plowden, who is aware already of this specific issue and recommended to present this enquiry to the Full Council.

It seems to me that this is a win-win proposal: the residents will have access to much needed parking and the Council will accrue the revenue necessary to fund the inclusion of the area in the Scheme.

On behalf of the Victoria Park Community, we would appreciate a response (in writing) to this request.

STATEMENT PS 08

Submitted by Alderman Steve Comer

Title: Airport Statement

WELCOME TO BRISTOL – NOT!

As some members of Council will know, my wife and I emigrated to Cyprus towards the end of 2015. We still visit Bristol from time to time to see friends and family, but last month was the first time we had flown directly into Bristol airport for some time. We had to come back for the funeral of my Cousin David Hudd, a former Bristol Rovers and Cheltenham Town player.

We expected to be able to pick up the 'flyer' bus into the city centre as we usually do, and checked the first bus website to see that it was still running late at night. Their website confirmed that it was and the 'photo on it illustrates a double decker bus waiting at the stop outside the airport. I should have read the small print underneath!

When we got to the airport we could not see the bus stop for the flyer, but there were bus stops outside for a fleet of buses ferrying people to the various car parks at the airport. After looking around for a while we saw a sign for the re-located stop for the 'flyer.' This pointed to a set of steps, and a ramp. As we had heavy suitcases we went down the ramp. As the hill is steep this is a zig zag path that eventually leads to a wooden hut which is supposedly a waiting room (with no timetables, or live information). You have to walk through that to find the bus stop which is next to a large multi-story car park. The stop itself is open to the elements as it has no shelter or seating area. I can't see how a wheelchair user could negotiate these ramps etc.

For many years the bus services to both Bristol and Weston operated successfully from a bus stop just outside the airport door. It was well signposted, undercover, and had a ticket machine opposite which speeded up boarding the buses. So why was it moved to an out of the way location which is poorly signposted? My assumption that the airport wants to discourage use of the buses, in the hope that more people will drive to the airport and park in their car parks instead!

For us this incident was an irritation, but I ask members of Council to consider what impression this gives of Bristol to visitors who want to go from the airport to the City? A very poor one I would suggest. Indeed my wife said she would not have been happy waiting for a bus in this isolated location if she had been travelling alone and arriving late at night.

Bristol Airport is a private business, and in many ways looks more like a shopping centre and car park with a runway attached than a transport hub, yet it is important arrival and departure point into the City. I feel they are playing lip service to any commitment to public transport to and from the airport, and are seeking to actively discourage customers who want to get to and from the airport by bus.

I am asking the City Council to arrange a meeting with Bristol Airport and with First Bus at Senior level with a view to improving the bus interchange. As a minimum restoring a bus stop outside the airport doors should be a priority.

STATEMENT PS 09

Submitted by Sian Ellis-Thomas – Chairman of Friends of Redcatch Park

Title: Redcatch Community Garden

You may remember me from the recent Residents Against the Mast Campaign. After the success of that campaign, Lesley Powell and I were asked to join the Friends Of Redcatch Park committee and we are now pouring all our passion and energy into that.

In doing our research into the group and meeting with our local councillors and the management of Redcatch Community Garden to get a full update on the park, it was brought to our attention that funds that had been agreed in principle for Knowle parks from a deal to sell off pockets of land for development, has not been made available for that use and has now been allocated elsewhere. Some of that money, would have been allocated to the Redcatch Community Garden which is now in dire need of additional funds to put towards new initiatives that will help future proof it.

I would like to say that as a resident of Bristol I am shocked to find that the Mayor or indeed any administration, does not have an obligation to honour the terms of a deal where money is promised to particular areas of a neighbourhood, especially green spaces that depend on this type of money to survive.

In any democracy, we should be able to depend on our leaders to abide by the terms on which a deal was made.

STATEMENT PS 10

Submitted by Lesley Powell - Vice Chair of Friends of Redcatch Park

Title: Redcatch Community Garden

Redcatch Community Garden has been in existence for 5 years, since a group of local volunteers took over a disused Bowling Green and was transformed and continues to evolve as a treasured, well supported, community asset, (labelled as the beating heart of the Knowle community by one visitor). operating under a license from the Council.

The Garden employs 16 staff (7.5 WTE), has multiple volunteers with varying skills and survives predominantly from income from a trailer café, plant sales and events. Successful funding bids enable the garden to provide Art and Mental Health Therapy and other similar sessions for children with special needs and people with dementia, neurodiversity or experiencing loneliness and isolation. Over 200,000 people visit the garden every year and it also facilitates visits from approx. 220 school children each week who come to learn about the garden and take part in associated educational sessions as part of their school day.

At inception, the Council advised that the licence arrangement would only be suitable for the short term and provided a 1-year initial licence. This was followed by one further year then, during covid, a 3 year licence was required to satisfy some of the funding bids. The Garden directors identified their willingness to a CAT 3 years ago. The Garden Manager is in conversation with BCC about an application but is waiting for a response. When the Garden bids for funding it needs to demonstrate longevity of tenure, with some funders asking for 3-10 years security of tenure (hence the last license being a 3 year). This has caused much angst as trying to get the license extended has proven almost as difficult as the CAT.

The Garden has not heard back from BCC but intends to submit an application for the next round in October. However, it has insufficient time on its licence to qualify for bids due in this autumn. One bid, to Enover (who have well supported us in the past) is a £40k opportunity for which a 3 year tenure will need to be evidenced. The current licence runs out December 2023, so without a licence extension by the end of October, the Garden will not qualify for the £40k from Enover (desperately needed to help towards replacing the Café trailer which is the main source of income and on its last legs), neither will it be able to apply for a £300k bid for Mental Health Well Being from another funder plus more in the pipeline, including Invited Welcome Spaces, £10k and £25k for Cost of Living Welcoming Spaces which BCC are keen to give us to deliver!. This demonstrates BCC has confidence in the Garden being able to assist in addressing the Cost of Living Crisis and a lease certainty will help it do this.

What the **Community Garden** requires to ensure it remains sustainable at the end of this year without the risk of employees losing their jobs and the community a vital resource is Therapy / MH etc services. Therefore, the following is required:

- 1- Urgently (by the end of October) extend the current licence to December 2025 as a minimum, whilst meanwhile
- 2- Agreement from parks officers to support CAT application process – the Garden are ready and willing to do whatever is necessary should any further conversations be needed. It is the Garden's understanding it can progress with the CAT application regardless but would like engagement from parks officers.

Redcatch Park Pavilion CAT

The Park, Knowle FC and Redcatch Community Garden put a joint application into the Council in February 2021 to take over the Pavilion in Redcatch Park under a CAT. The football club would use the currently obsolete changing etc facilities and the garden would use the Pavilion to expand their offering. At the time, under the Sports Facilities Asset Transfer, the Council were inviting Communities across Bristol to take responsibility for 12 public Sport's facilities, for which a share of £500,000 was available to help fund improvements to these facilities to bring them up to appropriate standards. Of the 12 sites, it is understood only two were transferred under a CAT. We are not aware of how much of the £500k was allocated to these two CATs.

After submission of the Pavilion application, BCC advised that the application was being reviewed but nothing further happened. It is understood that due to staff churn and shortages there has been no one available to look at this since. We hope that a proportion of the £500k funding will still be available.

Since the application, RCG has expanded its services and, until the CAT is completed for the Garden and funding secured to protect staff jobs and services, it is not currently in the position to pursue the CAT for the Pavilion, however, once the CAT for the Garden is complete it can turn attention to the Pavilion CAT.

THE PRIORITY IS TO EXPIDITE THE EXTENSION OF THE RCG LICENCE TO 2025 BEFORE THE END OF OCTOBER TO ENSURE THEIR SUSTAINABILITY FOR THE IMMEDIATE FUTURE.

What would be needed to enable the Garden Directors and the Park, Knowle FC to consider the risks of the Pavilion CAT is:

- 1- stock condition survey of the Pavilion (including the investigation into the drains which emit an awful sewerage smell into the Pavilion and the Community Garden on a regular basis).
- 2- Confirmation about what BCC expect of the Asset owner under the CAT.

STATEMENT PS 11

Submitted by Louise Spellward

Title: Road use Gorgeous Hospitality Businesses

I am writing to ask that business are allowed to keep their outdoor spaces. I don't see why the various business cannot keep the extra space they have been allowed to use for the last 2 years. We will be going from Autumn into winter soon and this is the time when virus spread most. A lot of the pubs and cafes that have spaces are not taking up valuable space from general public, where it involves car parking space, they are paid for by the proprietor. These spaces keep customers off the pavements, clear for pedestrians. With rules prohibiting smoking in public spaces etc, people will stand outside on the placement to smoke. It's much nicer that people who want to be outside can sit down in the extra space provided. I have also noticed that certainly on the road I live Kingston road and North Street the outdoor help to slow cars down. Drivers no longer swing into Kingston road at speed or use it as a cut through (something that used to happen a lot and proceed to drive down our road fast, often resulting in damage to parked cars!) I have also seen it has had a similar affect on North Street with cars driving more cautiously.

I think it will be shame to take these spaces away also because in some cases where table service if offered (much nicer than cramming into a busy bar) jobs will be lost!

I think you should at least look at business on a case by case option too. The pub on our road I think has made a great improvement to our road. It looks tidy and well kept, no longer have vans parked on all the double yellows and on the corners, drivers coming up our road are much more cautious. Our road isn't used as a cut through, especially with Dean Lane going onto coronation Rd one way. The pub keeps the pavements clear and clean because they have the extra staff to do so. It also makes for a much nicer atmosphere when walking along the pavements with small children.

On that note I leave it here, please consider allowing business to keep their outdoor spaces, there are more positives than cons.

STATEMENT PS 12

Submitted by Rory Casey

Title: Road Usage for Hospitality Businesses

I have had the pleasure of living across the road from the Coronation pub on Dean Lane for many years, in recent years the pub has had some tables and chairs out front on the road which has been recently upgraded with some decking. Whilst the pub itself has always been great; the addition of outdoors seating has really made it a focal point for the community especially on days where the sun is shining, as it allows people to sit outside and enjoy the sun. In a time of increasingly shrinking public access to outside space, especially in the centre of town where gardens are a luxury few can afford, nice, safe outdoor seating where people can sit with friends and neighbours is a fantastic benefit to the local community.

I would urge you to allow these kinds of seating areas to continue and preferably to become permanent, the reduction in road space that the seating takes up at the Coronation is negligible (a few parking spaces) but the benefits it brings to the local area and community are extensive.

STATEMENT PS 13

Submitted by Jen Smith

Title: Golden Motion, Send Social Media Monitoring

As one of the two people who has experienced the covert surveillance referenced in this evening's Golden Motion, I feel qualified to pass comment on the background of this agenda item.

I have had my online activities covertly monitored by the council on various occasions. Officers collating data have also shared this with third parties and at times, collated this data by using their own personal social media accounts.

The report that Bristol City Council prepared for People Scrutiny Commission in September 2022 was not only a whitewash, it contained libellous accusations against me for which the council has failed to issue an apology.

In addition to this. Bristol City Council will not respond to a Subject Access Request (SAR) I made in August this year.

The council will also not respond to a complaint I made about not getting a response to the SAR.

The council will also not fully respond to a Freedom of Information Request (FOI) I made regarding the covert surveillance, as far back as July 2022. However, the council contacted me directly this month for permission to give some of this data to someone else who has since made an FOI request of a similar nature.

Bristol City Council is happy to share data of mine with other people, but will not share it with me.

I submitted a statement to Full Council in July 2022 containing the sentence: 'I've had Bristol City Council unlawfully surveilling my activities for being a Send parent speaking out against their various failures.'

Strangely, the council claim to have not received this statement despite me receiving an auto-response and did not include it with Public Forum documents for this meeting. In light of developments throughout the summer and autumn, this makes me suspicious that the council is also interfering with the democratic process.

It is my opinion, that the council will not release my data for one of two reasons. Firstly, that the data amassed by them is extensive and not lawfully obtained.

Secondly, that it is being vindictive and it's a way of using their power against residents who have brought unlawful activity into the public eye.

In reality, it's probably both those reasons.

It is essential that an independent investigation into the unlawful covert surveillance is undertaken because there are Human Rights implications owing to the council's unlawful behaviour.

These Human Rights implications affect everyone in this city, because without accountability, any resident of Bristol may experience unlawful covert surveillance for whatever reason officers deem acceptable.

STATEMENT PS 14

Submitted by Jill Tarlton - Bristol Tree Forum

Title: Protect Existing Bristol City Council Trees and Plant More

Despite Bristol City Council declaring Climate and Ecological emergencies, there seems to be little urgency to address the catastrophic problems that are to come. This summer's heat wave was a warning of what the future holds, and the Met Office predicts that even more severe heat waves may affect us as often as every other year. This is a matter of life and death. During the less severe heat wave in 2003, an estimated additional 70,000 people died across Europe, mostly in city centres. This year, for during just a two-week period of the heat wave in July, an additional 2,227 excess deaths in the UK were recorded (Office of National Statistics), equating to approximately 25 people in Bristol. City centres are particularly vulnerable because the heat island effect can raise temperatures by an additional 12 degrees centigrade.

Tree cover can reduce or even eliminate this effect and is the only practical solution available. The fewer trees we have, the hotter it will get. And yet, trees are still under threat of being felled to make way for office blocks or luxury apartment blocks we don't need. 16 mature Plane trees were approved for felling on Castle Park recently, even though there is nowhere to plant the promised replacement trees. And dozens of mature trees are under threat from felling at Baltic Wharf, again with no possibility of replacement trees being planted.

When are we going to stop this?

Those who genuinely care about the future of our city and its inhabitants should insist that city centre development at the loss of a single square meter of green space or the felling of a single tree is not sustainable, even dangerous, and should be rejected. Trees and green spaces are absolutely essential for climate resilience, and without these our city centres will be unliveable.

STATEMENT PS 15

Submitted by Michelle Jackson

Title: A4018 'Improvements'

Cabinet recently approved funding to deliver a series of 'improvements' along a section of the A4018. The measures include:

- Introducing a new 30mph speed limit at Crow Lane to cover the whole of Passage Road
- A new signalised pedestrian crossing north of Dragonswell Road across to Brentry Lane and upgrading of the one south of Crow Lane
- A segregated cycle route, north- and south-bound, between Crow Lane and Charlton Road (up the Brentry Hill)
- Inbound and outbound bus lanes, operative all day, from Crow Lane to Charlton Road (these are the ones that proved controversial as most of us argued that they're weren't needed as this wasn't where the bus got stuck - although the lanes are shorter than first proposed they are still going in)
- New bus stops between Crow Lane and Charlton Road
- Installation of a pedestrian crossing on Passage Road close to Westbury-on-Trym primary school

Most of these are supported by residents and communities however it is the fourth point that is proving particularly problematic. We have made reservations regarding the proposed new bus lanes previously. Our concerns are as follows:

- This isnt actually a stretch of road that buses get delayed on - feel free to ask the local bus users who on the whole agree
- It is a 24 bus lane without 24 hour buses and actually only the number 1 uses that stretch of road
- The stretch of road suffers from natural pinch points that will cause real mayhem if this plan if it proceeds:

As you travel north towards Cribbs Causeway the traffic crests Brentry Hill and moves from one lane to two lane. This allows a large amount of traffic to flow. Without this increased capacity the traffic will back up and over the hill - delaying the north bound buses. We have seen this previously when the bus lane was first installed by the white tree roundabout. It was too long and caused massive congestion. We in North Bristol remember this and I can assure you this isn't nimbyism - we understand how the traffic flows in our part of the city as we will live with it all the time.

By contrast if you are travelling south into the city you arrive at the crow lane roundabout on two lanes of traffic. If you then move on and suddenly move to one lane (because the bus lane has been installed) then you will create congestion and cause the traffic to back up onto the roundabout as it tries to filter from two lanes to one lane. Again this is predictable.

I would strongly suggest that you look again at what is being proposed, and ideally remove the lanes entirely, or at the very least massively shorten the bus lanes to allow the proper filtering of traffic and give it time and space to filter from two lanes to one.

I urge the Mayor to reconsider.

STATEMENT PS 16

Submitted by Claire Bowers

Title: Opposition to Proposal on A4018

As you will know the Council is proposing to put bus lanes on the dual carriageway between the Crow Lane roundabout and the top of Brentry Lane.

We have reservations regarding the proposed new bus lanes. Our concerns are as follows:

- This isn't actually a stretch of road that buses get delayed on - feel free to ask the local bus users who on the whole agree
- It is a 24 bus lane without 24 hour buses and actually only the number 1 uses that stretch of road
- The stretch of road suffers from natural pinch points that will cause real mayhem if this plan if it proceeds:
 - As you travel north towards Cribbs Causeway the traffic crests Brentry Hill and moves from one lane to two lane. This allows a large amount of traffic to flow. Without this increased capacity the traffic will back up and over the hill - delaying the north bound buses. We have seen this previously when the bus lane was first installed by the white tree roundabout. It was too long and caused massive congestion. We in North Bristol remember this and I can assure you this isn't nimbysm - we understand how the traffic flows in our part of the city as we will live with it all the time.
 - By contrast if you are travelling south into the city you arrive at the crow lane roundabout on two lanes of traffic. If you then move on and suddenly move to one lane (because the bus lane has been installed) then you will create congestion and cause the traffic to back up onto the roundabout as it tries to filter from two lanes to one lane. Again this is predictable and based on experience of the current road works which are combining two lanes into one in both directions.

I would strongly suggest that you look again at what is being proposed, and ideally remove the lanes entirely, or at the very least massively shorten the bus lanes to allow the proper filtering of traffic and give it time and space to filter from two lanes to one.

I urge the Mayor to reconsider.

STATEMENT PS 17

Submitted by Vicky Read

Title: Bus Lanes on THE A4018

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We have reservations regarding the proposed new bus lanes. Our concerns are as follows:

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I would strongly suggest that you look again at what is being proposed, and ideally remove the lanes entirely, or at the very least massively shorten the bus lanes to allow the proper filtering of traffic and give it time and space to filter from two lanes to one.

I urge the Mayor to reconsider.

STATEMENT PS 18

Submitted by Ann Hughes Devereaux

Title: Who Will Benefit From The Destruction Of Nature In BRISTOL'S City Centre

For houses, increasing supply does not necessarily reduce demand. In the year prior to the pandemic, around 9000 people migrated into Bristol from London alone; it is likely that this has since doubled. So long as we build luxury apartments in the city centre, wealthy Londoners will keep on coming to buy them. We will have concreted over all of our green spaces and felled every tree, as well as destroyed Bristol's unique character, to address London's housing crisis, not Bristol's. We need to be smarter about increasing housing supply, particularly to those in most need. We should reduce the number of unoccupied properties, repurpose vacant office and retail space, only build on genuine brownfield sites, build the 13,500 homes currently with planning permission, and provide only genuine affordable housing. Building luxury apartments for the wealthy does not address the housing crisis and yes, 80% of exorbitant rent is still exorbitant, not affordable. For housing, as elsewhere, trickle down does not work. When the WECA Spatial Development Strategy is complete, Bristol's housing provision can include major housing developments such as the projected 6,500 houses at Filton Airfield. Therefore, we may be sacrificing Bristol's ecology and climate resilience, only to create hundreds of vacant properties and provide luxury apartments for London's commuters.

STATEMENT PS 19

Submitted by Michelle, Wayne, Joshua and Jacob Haskins

Title: Bus Lane on The A4018

We would like to add our opposition to the proposed bus lane on Passage Road (A4018) going towards Falcondale Road, Westbury-on-Trym. It is our opinion that:

1. A bus lane is not needed on this stretch of road as buses move freely on this section as do other vehicles. Congestion is usually travelling in the other direction towards Cribbs Causeway.
2. A 24 hour bus lane is ludicrous as there isn't a 24 hour service. In fact there are too few bus services on this stretch to warrant spending the money on this part of the project to end up with an empty lane whilst other vehicles queue going up the hill.
3. By reducing the current two lanes of traffic into one you will be causing congestion and pollution to the detriment of the environment and local people. There are many homes, a children's nursery/preschool and a neuropsychiatric treatment and rehabilitation centre immediately adjacent to this section of the road.
4. A bottle-neck will develop on this section which can be busy at peak times but is currently free-flowing. Road users will seek to find alternative routes past people's homes and schools. This will be unsafe, and create further congestion and pollution within residential streets which are not designed for high volumes of traffic.
5. Whilst we try to limit our reliance on cars, they are the sole mode of transport and a lifeline for many. Buses are not always practical particularly for those with mobility or other issues.
6. With traffic at a stand-still, residents living next to or around this road could become stuck in their homes as this is a major route into the city. Carers and other professionals will be unable to reach the people that need them. The communities of Henbury and Brentry will be cut off from each other. It will be difficult to make a short trip to Westbury-on-Trym where our nearest banks and other amenities are.
7. Many residents have already opposed the bus lanes and our views are being ignored by our elected members in favour of statistics, i.e. this Council created so many miles of (unused) bus lanes.

All other proposed works are welcomed as they will benefit the wider community.

We urge the Mayor to listen to the people who live in this area, who know the roads, and hope he will reconsider the proposed bus lane on this section of the A4018.

STATEMENT PS 20

Submitted by Kevin Fitzgerald

Title: Bus Lanes on The A4018

There Are never any bus delays on this part of the highway from Old Crow roundabout to Charlton Rd, in either direction.

SO WHY CREATE TRAFFIC BUILD UP

A 24 bus lane without 24 hour buses.

WHY..

Old Crow roundabout will be extremely congested with traffic trying to merge onto one lane traveling towards W O T.

PLEASE STOP CREATING ISSUES, NOT EVERYONE CAN RIDE A BIKE..OR PUT UP WITH A BUS SERVICE.

STATEMENT PS 21

Submitted by Allison Lambert

Title: Bus Lanes on The A4018

I wish to add my support to that of our local councillor Mark Weston. As a resident of Henbury since 1971 I have witnessed many changes to the transport infrastructure in this area, not all of them good. The new proposal to install a 24hr bus lane between the Crow Lane roundabout and the top of Brentry Lane is unnecessary and counterproductive in my opinion.

- Buses do not get delayed on this stretch of road
- Only the Number 1 bus currently uses this route
- Buses do not run 24hrs therefore no need for a 24hr bus lane
- The existing filter at the top of the dual carriageway allows a good flow of traffic. Making it a single carriageway would cause congestion issues not solve them.

I urge councillors to reconsider this proposal and to listen to local residents who have first-hand knowledge and experience of what works and does not work in our area.

STATEMENT PS 22

Submitted by Professor John Tarlton - Bristol Tree Forum

Title: BRISTOL MUST ACT ON ITS CLIMATE AND ECOLOGICAL EMERGENCIES

Bristol has declared climate and ecological emergencies in line with those nationally and globally. Despite what some may say, there are appropriate planning policies already in the Local Plan to support these emergencies, such as BCS6, BCS9, BCS13, DM15, DM17 and DM19. Some might be under the impression that because the local plan is old, that these policies are out of date, and therefore carry no weight in the “presumption in favour of sustainable development” ruling imposed due to Bristol falling behind the housing provision threshold. This is not true. The Action Plan states that policies can only be considered to be out of date if they are no longer consistent with national policies. The green policies present in the Local Plan are entirely consistent with the latest iteration of the NPPF, and indeed these policies have been strengthened nationally. Therefore, now and in the future, development needs to comply with all of these Green policies to be considered sustainable and consistent with the declared emergencies. Urgent action is needed if the city is to avert the catastrophic effects of climate breakdown, and we have the tools but only if we chose to use them.

STATEMENT PS 23

Submitted by Charlotte Tedenljung

Title: A4018 'Improvements'

It has come to my attention that changes are currently being considered on the A4018 route and as a resident of North Bristol please, please can we ask you to reconsider. I have lived in this area for the past 12 years and as I was previously a resident in Lawrence Weston I have always been using these roads. Below are Mark Weston's thoughts, to which we agree in full. Traffic is already an absolute nightmare for us, along with the new housing estates, we beg you not to make it even worse. We will need to look at relocate if this goes through which is an absolute nightmare as we love our home and have children in local schools.

Thank you.

BUS LANES ON THE A4018

Public Statement on the A4018 'Improvements'

Cabinet recently approved funding to deliver a series of 'improvements' along a section of the A4018. The measures include:

- Introducing a new 30mph speed limit at Crow Lane to cover the whole of Passage Road
- A new signalised pedestrian crossing north of Dragonswell Road across to Brentry Lane and upgrading of the one south of Crow Lane
- A segregated cycle route, north- and south-bound, between Crow Lane and Charlton Road (up the Brentry Hill)
- Inbound and outbound bus lanes, operative all day, from Crow Lane to Charlton Road (these are the ones that proved controversial as most of us argued that they're weren't needed as this wasn't where the bus got stuck - although the lanes are shorter than first proposed they are still going in)
- New bus stops between Crow Lane and Charlton Road
- Installation of a pedestrian crossing on Passage Road close to Westbury-on-Trym primary school

Most of these are supported by residents and communities however it is the fourth point that is proving particularly problematic. We have made reservations regarding the proposed new bus lanes previously. Our concerns are as follows:

- This isnt actually a stretch of road that buses get delayed on - feel free to ask the local bus users who on the whole agree
- It is a 24 bus lane without 24 hour buses and actually only the number 1 uses that stretch of road
- The stretch of road suffers from natural pinch points that will cause real mayhem if this plan if it proceeds:
- As you travel north towards Cribbs Causeway the traffic crests Brentry Hill and moves from one lane to two lane. This allows a large amount of traffic to flow. Without this increased capacity the traffic will back up and over the hill - delaying the north bound buses. We have seen this previously when the bus lane was first installed by the white tree roundabout. It was too long and caused

massive congestion. We in North Bristol remember this and I can assure you this isn't nimbyism - we understand how the traffic flows in our part of the city as we will live with it all the time.

By contrast if you are travelling south into the city you arrive at the crow lane roundabout on two lanes of traffic. If you then move on and suddenly move to one lane (because the bus lane has been installed) then you will create congestion and cause the traffic to back up onto the roundabout as it tries to filter from two lanes to one lane. Again this is predictable.

I would strongly suggest that you look again at what is being proposed, and ideally remove the lanes entirely, or at the very least massively shorten the bus lanes to allow the proper filtering of traffic and give it time and space to filter from two lanes to one.

I urge the Mayor to reconsider.

STATEMENT PS 24

Submitted by Anita Bennett

Title: Building Homes in Flood Zones

“Bristol has been cited as one of the most vulnerable cities to the risks of flooding. It is estimated that there are 1300 vulnerable homes, and this is likely to double with the effects of climate change. In addition, there are plans to build around 10,000 houses in areas with the highest level of flood risk, described in legislation as presenting a “risk of death for all”. Indeed, one harbourside development, Baltic Wharf, is acknowledged as having no safe evacuation route in the event of a likely flood. Regulations state that such “essential infrastructure should remain operational and safe in times of flood”, and yet the developer, the council’s own Goram Homes, is proceeding regardless of risk to residents. Of particular concern are plans for large-scale developments at St Phillip’s Marsh and the Harbourside which the Council recognise are at risk of both river and tidal flooding, and that this threat will increase significantly as sea levels rise. The Environment Agency has stated it will, “in accordance with national planning policy, be duty bound to object on flood risk grounds”, and particularly where development would exacerbate risk elsewhere”. Both tidal and flash flooding will increase with global warming, putting these areas at even greater risk, so as a result of such reckless building projects, Bristol will be considerably less resilient to future hazards. The Council does have plans for flood defences, but bizarrely, these will only be developed long after the threatened homes have been built, with no indication as to how flood risk will be managed in the intervening decades. Rather perversely it has been suggested that homes at severe risk of flooding need to be built in order to generate funding for flood defences. To put people's life at risk in this way would be utterly irresponsible, and not worthy of this Council.

STATEMENT PS 25

Submitted by Lucy Bartlett

Title: A4018 'Improvements'

Further to helpful correspondence from our councillor Mark Weston, I wish that my thoughts on the following plan be read:

proposal - Inbound and outbound bus lanes, operative all day, from Crow Lane to Charlton Road (these are the ones that proved controversial as most of us argued that they're weren't needed as this wasn't where the bus got stuck - although the lanes are shorter than first proposed they are still going in)

My comments - I feel this is unnecessary due to the traffic flowing from 2 lanes (travelling southbound from cribbs causeway), to cross the crow lane roundabout, and immediately face a bus lane, will inevitably cause traffic congestion, heading back up towards Cribbs Causeway. The number 1 bus is the only bus that really uses that route, that is not 24hour, and there never usually is any traffic hold up for the bus. So this will become an empty bus lane for the majority of the day, whilst cars are queued up alongside.

I think the northbound carriageway that splits from 1 lane to 2 just after the Ridgeway junction, will also cause a significant amount of tailbacks, all the way down to the traffic lights and beyond at the bottom of henbury hill. This surely is a bad idea.

STATEMENT PS 26

Submitted by Lesbian Rights Alliance, Bristol Branch

Title: Trans Inclusion and Gender Identity Policy

Statement from the Lesbian Rights Alliance (LRA) Bristol Branch to Bristol City Council's draft 'Trans Inclusion and Gender Identity Policy'. 09/10/2022

The LRA is a national lesbian feminist organisation. Its aims include to:

- Defend lesbian legal rights to have same sex relationships and meet in female only spaces
- Stop the life long harm that is being perpetrated on lesbian girls and young women through medicalised 'gay' conversion therapy
- Stop the sexual and physical violence that is aimed at lesbians including by male transactivists
- Defend lesbian culture, lesbian visibility and positive images of being lesbian.

<https://lesbianalliance.org.uk/about/>

Trans and Gender Identity are not protected characteristics in The Equality Act 2010. The only relevant protected characteristic is Gender Reassignment and this applies to those having obtained or seeking to obtain a gender recognition certificate. The council is therefore proposing a change in support of a transgender cult, that is against Equality Law. It fails to recognise that it has a Public Sector Equality Duty to get the agreement of people and organisations that represent other protected characteristics. It is legally obliged to undertake an Equality Impact Assessment to find out how this impacts on people from these protected groups.

It indicates that it will not grant any contract to a 'transphobic' company. This itself is illegal as two recent employment tribunal cases, that of Maya Forstater, and that more recently of Allison Bailey, have ruled that employees can express the view that transwomen are actually men under the legal right to freedom of speech and freedom of expression.

The Council indicates that its proposed policy is based on Stonewall's doctrines, which themselves breach Equality law in a number of aspects, including the failure to recognise same sex sexual orientation rights. It also cites outdated government policy from the Government Equality Office and outdated policies from the Equality and Human Rights Commission, both of which have been amended.

As the Lesbian Rights Alliance, our concerns with this proposed policy are that it ignores the protected characteristics of sex and sexual orientation. The protected characteristic of sex states that men claiming to be women can be legally excluded from single sex facilities for women and girls. This exclusion acknowledges that women and girls in particular have the right to this protection on the basis of their safety and privacy. This protection also applies to children in school and school building regulations require that children above the age of 8 must have separate toilets and changing rooms. ⁱ¹ (Equality Act 2010, Schedule 3 S.27)

The failure to recognise the need for single sex facilities such as toilets has particularly impacted on adult lesbians in lesbian clubs and at lesbian events. The Lesbian Rights Alliance has submitted evidence to the government consultation on public toilets on how heterosexual transvestite men with a sexual fetish have often invaded these women only facilities and sexually harassed women in the toilets, because they get a sexual kick from doing so. They have also ejaculated sperm on toilet paper and created havoc in these toilets by emptying the sanitary bins. (see <https://lesbianalliance.org.uk/feminism/submission-to-the-government-consultation-on-toilets/>)

Sexual harassment Secondly these same heterosexual male transvestites often pretend they are lesbians and demand that lesbians should have sex with them. This has resulted in coercive sexual harassment and rape of many young lesbians in their late teens and twenties. (See BBC 29th October 2021 'The Lesbians who feel pressurised to have sex and relationships with transwomen'. <https://www.bbc.co.uk/news/uk-england-57853385>)

The Equality Act (2010) defines same sex sexual orientation as a protected characteristic. Lesbians are therefore women who are only attracted to their own sex. Yet Stonewall doctrine demands that they should have sex with these heterosexual male transvestites who retain their male genitalia, and that lesbians should accept their penises as 'lady sticks.'

The Erasure of young lesbians

Young lesbians and potential lesbians have been a main target of the Transgender Lobby. Transgender organisations like Stonewall have therefore told lesbian girls and young women who do not conform to traditional feminine stereotypes that they are really men born in the wrong body. This extremely old-fashioned version of what a lesbian is, dating back to the early 1900s, is being taught in schools and is promoted by organisations such as Mermaids that supports the medical 'gay' conversion therapy of these children. It is therefore not surprising that a very high number of these girls and young women are seeking to harm their bodies through puberty blockers and sex hormones at the Gender Identity Development Clinic (GIDS) at the Tavistock. Girls and young women now form two thirds of the clients seeking to get this treatment (GIDS Statistics 2020). Moreover over 75% of these girls seeking treatment are known to be same sex attracted. This policy which organisations like Stonewall and Mermaids support are literally erasing young lesbians.

However, because of the questionable practices that have been taking place at the Tavistock clinic, it is about to be closed down as outlined in the Cass Interim Review <https://cass.independent-review.uk/publications/interim-report/>.

Mermaids is also currently under scrutiny.

In conclusion, we hope that Bristol City Council will not proceed with this illegal and ill-founded policy, which is homophobic and should not be implemented. . We would also hope that the council takes more notice of the concerned parents - women, and lesbians in particular - regarding transgender ideology, which should not be taught in schools. Guidance to teaching this ideology is changing and there will soon be new government guidance on this.

Demands to Bristol Council from the Lesbian Rights Alliance (Bristol Branch)

1. Recognising lesbian rights as same sex attraction

In order to meet the legal requirements in the Equality Act on same sex sexual orientation the council must recognise that men cannot be lesbians. Being lesbian is about same sex attraction, not as Stonewall says 'same gender attraction.' All the 'transwomen,' who claim to be lesbians are males who retain their male genitals and are only concerned with coercing lesbians into having heterosexual sex with them. Lesbians who assert their legal rights and refuse to have sex with these men are invariably labelled as 'transphobic,' by organisations such as Stonewall.

2. Stop young lesbians being told they are 'born in the wrong body' - Safeguarding young lesbians in schools.

The legal right to be lesbian must be recognised and supported in schools and youth organisations. At the current time girls and young women who identify as lesbian, have short hair, and do not like the colour pink are told they have been 'born in the wrong body.' They must self-identify as 'boys' under the teaching of gender identity ideology, despite the fact that this teaching is against current government education guidance. They are often bullied by other pupils and teachers and school counsellors will usually refer them to the homophobic charity Mermaids. (Mermaids invariably recommends medical treatment, involving 'gay' conversion therapy. It is currently being investigated by the Charity Commission for breaching child safeguarding guidance)

3. Funding a youth organisation for female young lesbians

There are no female youth organisations for same sex attracted girls in Bristol. Bristol council should fund a female lesbian only youth club, to show it does not discriminate against these young women.

4. Providing single sex facilities including separate toilet rooms, for all women and girls, including lesbians

In its trans policy the council has proposed to have unisex toilets, with a cubicle for women and a cubicle for men in the same room. This does not safeguard any females including lesbians. In schools it allows boys to sexually harass girls and shame them for having periods. Girls in schools need separate toilet rooms well away from boys to protect their safety and privacy around having periods.

5. The exclusion of 'transwomen' at lesbian only events.

The Equality Act 2010 allows for the exclusion of males claiming to be lesbians at lesbian only events including their exclusion from toilet facilities, regardless of whether they have a gender recognition certificate. We have outlined the damage these males can do in female only toilets in our statement. Stonewall doctrine on any male being able to access women's only facilities and spaces does not comply with Equality law.

Please note: In the context of 'trans guides', one of us (Elaine Hutton) was involved in the NHS Bristol, North Somerset and South Gloucestershire Clinical Commissioning Group proposal to introduce a 'trans toolkit' and due to our objections, and the evidence of a group of concerned clinicians, this proposal was dropped.

https://www.bristolpost.co.uk/news/health/health-chiefs-not-endorse-trans-5628804?fbclid=IwAR0blyrH7efWE6ExnyVgNAKxtBwRE9mjNUEIVVAvfcr9xKG_8bJbGU8oXCU

STATEMENT PS 27

Submitted by Bethany Harris

Title: Road Usage

I am writing to you regarding The Traffic Orders Procedure (Coronavirus Amendment) Regulations 2020. I understand that there has been no suggestion from the government that this will be extended in any way. I would like to encourage you to do all you can to ensure that local businesses in Bristol are not put under extra strain and forced to close because of this.

I live at Dean Lane, opposite The Coronation pub, Southville. I am a driver, I use my car regularly, and the partial road closure caused by the outdoor seating has had no effect on either the access to my drive or the flow of traffic, but rather has had a significant positive impact on our local area.

During a time of soaring energy costs, local businesses, such as The Coronation, are under increasing financial pressure. The Covid pandemic forced so many fantastic local businesses to close and therefore it is vital that we support these businesses wherever we can.

Furthermore, with the effects of the climate crisis already being seen today, we should be doing all we can to reduce the use of cars in our towns and cities. It is not only the right thing to do to help slow the impact of climate change, but also to improve air quality. It is my view, and indeed the view of the council, that we should be creating clean air zones in Bristol. Reopening parts of the roads to encourage more cars is counterintuitive and this space is much more valuable to businesses like The Coronation than it is to drivers.

I would like to encourage you to look at what can be done to support The Coronation as well as other businesses in Bristol. As a resident of Southville, it has been a pleasure to see part of our street filled with pub goers over the last few months. It is clear that this has become an asset to our local community.

STATEMENT PS 28

Submitted by Dave Langley

Title: A4018 'Improvements

I completely support the views of Councillor Mark Weston regarding the above improvement plan

This isn't actually a stretch of road that buses get delayed on - feel free to ask the local bus users who on the whole agree It is a 24 bus lane without 24 hour buses and actually only the number 1 uses that stretch of road The stretch of road suffers from natural pinch points that will cause real mayhem if this plan if it proceeds:

As you travel north towards Cribbs Causeway the traffic crests Brentry Hill and moves from one lane to two lane. This allows a large amount of traffic to flow. Without this increased capacity the traffic will back up and over the hill - delaying the north bound buses. We have seen this previously when the bus lane was first installed by the white tree roundabout. It was too long and caused massive congestion. We in North Bristol remember this and I can assure you this isn't nimbyism - we understand how the traffic flows in our part of the city as we will live with it all the time.

By contrast if you are travelling south into the city you arrive at the crow lane roundabout on two lanes of traffic. If you then move on and suddenly move to one lane (because the bus lane has been installed) then you will create congestion and cause the traffic to back up onto the roundabout as it tries to filter from two lanes to one lane. Again this is predictable.

I would strongly suggest that you look again at what is being proposed, and ideally remove the lanes entirely, or at the very least massively shorten the bus lanes to allow the proper filtering of traffic and give it time and space to filter from two lanes to one.

I urge the Mayor to reconsider.

STATEMENT PS 29

Submitted by Penny Porter

Title: A4018 No Bus Lanes Please

As a business owner on Dragons Well Road, I have just been informed that the council are planing to install 24 hour bus lanes on the A4018 leading from the Crow Lane to Charlton Road.

This is utter madness and I urge you to reconsider these plans.

We do not need bus lanes - you only have to see the traffic chaos (and increased pollution) that is caused by the bus lane leading up the White Tree roundabout and on the Portway to see that they offer no benefit at all.

Please will Bristol City Council STOP penalising the motorists, who actually fuel the economy! in 2021, the motor industry contributed over £14 billion to the UK's economy - so why do you keep trying to stop people from driving in Bristol?

Please remember that motorists pay tax on fuel, insurance, buy cars etc - which creates huge amounts of jobs!

The congestion charge in Bristol is a huge mistake and unfair. I am tempted to stop work, to claim benefits and I would then not have to pay to drive my car in Bristol - it is a tax on those that work and earn over £27K. If it is purely about pollution, then everybody should pay - not just those that earn over £27K a year!!

By driving around the congestion charge zone, I will do more miles and create more pollution - which make no sense!

Please do not add more bus lanes in Bristol - you should remove the ones that you have! Buses are not a practical means of transport.

STATEMENT PS 30

Submitted by Suzan Sadie Hackett

Title: Climate Change and Bristol Inner City

“We cannot destroy the planet in meeting the needs of the people.”

“We need housing plans that support the recovery of Nature.”

“We need good relationships.”

These quotes taken from an interview with Marvin Rees and Craig Bennett, Chief Executive of The Wildlife Trusts, at COP26, about the role of cities in combatting climate change.

“...efficient cities could be one of the most effective tools we have.” Marvin Rees Ted talk, Vancouver.

The US department of Agriculture states that one single mature tree can have the same cooling effect as 10 room sized air conditioning units. Surely then cutting down any mature inner city tree is tantamount to seriously increasing the overheating of city centres and putting lives into jeopardy.

A recent Guardian article (29/09/2022) states that cities have been warming by an average of 0.5 degrees every decade and are warming 29% faster than rural areas. (Taken from Nanjing and Yale universities analysing satellite data from over 2000 cities and rural areas between 2002 to 2021.)

Urban greening schemes clearly portray a reduction in urban warming. The authors of the study, published in the journal Communications Earth & Environment, urge policy makers to immediately construct and protect greening schemes to reduce such warming and the impact of the “urban heat island” effect.

The problem in inner city centres is this ‘heat island effect’ where concrete and tarmac absorb sunlight and re-emit it as infrared heat. This can exacerbate a heat wave by 12 degrees C. The one and only answer to this is tree cover which through evapotranspiration can, with sufficient cover, greatly reduce this effect.

Bristol has a tree cover of 18.6% - though in St Paul’s it’s a mere 7%. The Harbourside is similarly depleted in tree coverage. If Bristol’s plan is to increase tree coverage to about 37% by 2046, why is it intent on losing mature trees in the centre of the city and only to plant trees in suburbs where they are least needed? Urban heating is also killing urban trees, so we are approaching a tipping point where hotter cities are also killing the very trees that might keep the city cool.

These issues need to be given top priority. Inner-city areas will become unliveable in if there is no recognition and adherence to act immediately on the advice that is undeniably clear.

Leaders need to “initiate an urgent race” to prevent future damage from heatwaves and floods said Jon Burke the climate change manager at Gloucestershire Council who also said that green infrastructures should have been brought in a decade ago adding that there is not a single UK urban area with an average green canopy street cover above 40% - the minimum amount of cover necessary to eliminate urban heating. Burke maintains that greening initiatives are the most vital and urgent investment for any city that cares for its residents’ health and security.

Can we now actually place trust in all those in essentially responsible positions, those sitting on the council. to recognise and act NOW on this reality at this immensely critical time?

STATEMENT PS 31

Submitted by Gloria Walsh

Title: Bus Lane on A4018

I really must protest about the proposed bus lane from the crow roundabout to the top of Brentry hill.

1st point is buses do not run 24hrs so why should the bus Lane run 24hrs. If we have to have a bus lane surely times of the rush hours would be more sensible.

Is it 24hrs so the cameras can make extra money from the motorist.

We in north Bristol remember the bus Lane installed at the white tree roundabout and the chaos it caused until it was altered costing the tax payers more money and the same will happen when chaos starts on the a4018

2nd point the traffic coming from Cribbs Causeway will back up on the roundabout this causing more traffic chaos in the dual carriageway.

3rd point. The regular traffic will start using Knowle Lane and Charlton Road causing traffic chaos.

I agree with the cycle lane and the crossing at Dragonswell road.

I hope you will reconsider this decision.

STATEMENT PS 32

Submitted by Jo Hooper

Title: Bus Lanes on A4018

Cabinet recently approved funding to deliver a series of 'improvements' along a section of the A4018. One of the measures included:

Inbound and outbound bus lanes, operative all day, from Crow Lane to Charlton Road.

Whilst I support the other proposals, I wish to object to the proposal above due to the following concerns:

It is a 24 bus lane without 24 hour buses and actually only the number 1 uses that stretch of road.

The stretch of road suffers from natural pinch points that will cause real mayhem if this plan if it proceeds:

As you travel north towards Cribbs Causeway the traffic crests Brentry Hill and moves from one lane to two lane. This allows a large amount of traffic to flow. Without this increased capacity the traffic will back up and over the hill - delaying the north bound buses. We have seen this previously when the bus lane was first installed by the white tree roundabout. It was too long and caused massive congestion. We in North Bristol remember this and I can assure you this isn't nimbyism - we understand how the traffic flows in our part of the city as we will live with it all the time.

By contrast if you are travelling south into the city you arrive at the crow lane roundabout on two lanes of traffic. If you then move on and suddenly move to one lane (because the bus lane has been installed) then you will create congestion and cause the traffic to back up onto the roundabout as it tries to filter from two lanes to one lane. Again this is predictable and would likely cause danger as traffic blocks the flow of the roundabout.

Additionally, this isn't actually a stretch of road that buses get delayed on - feel free to ask the local bus users who on the whole agree.

I would strongly ask that you look again at what is being proposed, and ideally remove the lanes entirely, or at the very least massively shorten the bus lanes to allow the proper filtering of traffic and give it time and space to filter from two lanes to one.

I urge the Mayor to reconsider.

STATEMENT PS 33

Submitted by Kate Baxter

Title: A4018 'Improvements'

I have absolutely no idea how anyone can put a proposal like this through and actually get it passed.

Having a 24 hour bus Lane installed between Crow Lane and Charlton road is unbelievably ridiculous.

The traffic will be coming from Cribbs Causeway toward the Crow Lane roundabout, using two lanes. The sheer volume of traffic using this route is incredibly high at peak times and this will only get worse once the houses on the South Gloucestershire/Bristol boundary have been completed. Once they get over the roundabout they will be forced into one lane. The traffic will back up, quite possibly all the way back to the M5 at peak times. Where is the sense in that? A bus Lane running in the opposite direction will also have the same effect and traffic will be queuing up Falcondale road!

We currently only have the number 'one' bus that uses this route and not once have I seen it or heard about it getting caught up in traffic on this particular stretch of road. We don't have a problem with them being late...the problem is they just don't turn up & get cancelled. (Mysteriously they disappear from the board after being 'due') The pollution from the stationary traffic, which inevitably will be queuing to get up/down the hill, will do nothing to help the environment or the health of the local people.

We have absolutely no use for a 24 hour bus Lane at this location and this decision should be seriously reconsidered. I bet the person who sanctioned this decision lives absolutely nowhere near this area!

Bristol City Council it's time to show you have some sense and ditch this so called improvement.

STATEMENT PS 34

Submitted by Carolyn Webb

Title: A4018 'Improvements'

Cabinet recently approved funding to deliver a series of 'improvements' along a section of the A4018. The measures I believe include:

- Introducing a new 30mph speed limit at Crow Lane to cover the whole of Passage Road
- A new signalised pedestrian crossing north of Dragonswell Road across to Brentry Lane and upgrading of the one south of Crow Lane
- A segregated cycle route, north- and south-bound, between Crow Lane and Charlton Road (up the Brentry Hill)
- Inbound and outbound bus lanes, operative all day, from Crow Lane to Charlton Road (these are the ones that proved controversial as most of us argued that they're weren't needed as this wasn't where the bus got stuck - although the lanes are shorter than first proposed they are still going in)
- New bus stops between Crow Lane and Charlton Road
- Installation of a pedestrian crossing on Passage Road close to Westbury-on-Trym primary school

Most of these are supported by residents, however it is the fourth point that is proving particularly problematic. We have made reservations regarding the proposed new bus lanes previously. The concerns are as follows:

- This isn't actually a stretch of road that buses get delayed on which local bus users agree
- It is a 24 bus lane without 24 hour buses and actually only the number 1 uses that stretch of road which often than not do not turn up or is cancelled. This is most prevalent in rush hour from central Bristol
- The stretch of road suffers from natural pinch points that will cause real mayhem if this plan if it proceeds:
 - As you travel north towards Cribbs Causeway the traffic crests Brentry Hill and moves from one lane to two lane. This allows a large amount of traffic to flow. Without this increased capacity the traffic will back up and over the hill - delaying the north bound buses. We have seen this previously when the bus lane was first installed by the white tree roundabout. It was too long and caused massive congestion. We in North Bristol remember this and I can assure you this isn't nimbyism. We understand how the traffic flows in our part of the city as we will live with it all the time.
 - By contrast if you are travelling south into the city you arrive at the crow lane roundabout on two lanes of traffic. If you then move on and suddenly move to one lane (because the bus lane has been installed) then you will create congestion and cause the traffic to back up onto the roundabout as it tries to filter from two lanes to one lane. This is very predictable.

I strongly suggest that you look again at what is being proposed, and ideally remove the lanes entirely, or at the very least massively shorten the bus lanes to allow the proper filtering of traffic and give it time and space to filter from two lanes to one.

I urge the Mayor to reconsider as spending this sort of money on a scheme like this is disgustingly wasteful! Especially when cuts have to be made from other much needed areas such as health, education, the list is endless. We need a reliable, regular bus service for a start and First bus should not have the monopoly in Bristol. There needs to be more competition to encourage people to use the bus services and leave their cars at home.

STATEMENT PS 35

Submitted by BARBI - British Association of Restaurants, Bars and Independents

Title: Road Usage for Hospitality

This statement is being made by BARBI, the British Association of Restaurants, Bars and Independents in Bristol which represents over 450 venues and 11,000 hospitality workers across the region in regards Road Usage for Hospitality businesses.

We are extremely concerned for those venues that sit outside specific pedestrianised or semi pedestrianised zones, with no pub garden or outdoor space and where the pavement is too narrow to put tables and chairs. They have been utilising parking bays and parts of the road but are now told they have to remove this before the end of October 2022.

We urge the mayor and his administration to use all their powers to protect these businesses and jobs by invoking Traffic Regulation Orders (TRO's), temporary TRO's or emergency TRO's through until September 2023 in line with the extension of off sales for venues. Whilst powers can be handed down nationally from government, this can also be a local authority decision.

The recent letter issued by Bristol City Council (attached Outdoor Hospitality Structures and Licenses) has caused widespread confusion as it stated the following.

All businesses including cafes, pubs, bars and restaurants must ask the council for permission to have tables, chairs and other pavement furniture or structures on the pavement or road.

Businesses with existing structures will be given time to retrospectively apply for the necessary licences or planning permission.

This does not apply to businesses using the road outside designated zones.

Bristol City Council has announced a cost of living crisis. Now is not the time to further jeopardise independent Bristol hospitality businesses who have worked hard to survive the pandemic and keep their staff in jobs.

STATEMENT PS 36

Submitted by Edyta Koloszewska

Title: Bus Lanes on A4018

I am really concerned about bus line on that road. Today on 13.10.2022 we have temporary signal lights on that road closed to Westbury on try which creates traffic up to Henbury. I was late for school with my little one because I stuck in the traffic. When you will open bus line every morning we will be in the traffic. We will be late for school and work. Every day we will be put on stress and pollute air more then normal. City council ban my car for travel to city centre (clear air zone my car is eco diesel and now I will be ban to go to school with my daughter without a stress!! Please think about the people living in poor areas not only rich and posh. We have to travel to schools and work to provide a food to ours family's . Please don't put this bus line on the main road to city centre from Henbury.

STATEMENT PS 37

Submitted by Lindsay Hamlin

Title: Improvements Proposed for the A4018

I hear that Cabinet recently approved funding to deliver a series of 'improvements' along a section of the A4018. Some of them will be good improvements like the 30mph speed limit, the new signalised pedestrian crossing north of Dragonswell Road across to Brentry Lane and upgrading of the one south of Crow Lane, a segregated cycle route, north- and south-bound, between Crow Lane and Charlton Road (up the Brentry Hill), New bus stops between Crow Lane and Charlton Road.

However, one particular "improvement" will not be and actual improvement: the Inbound and outbound bus lanes, operative all day, from Crow Lane to Charlton Road. It will detrimental to the flow of traffic. increasing pollution to those who live locally,

This isnt actually a stretch of road that buses get delayed on - feel free to ask the local bus users who on the whole agree. This is a 24 bus lane without 24 hour buses and actually only the number 1 uses that stretch of road.

Putting bus lanes in this stretch of roads will cause long lines of congestion in a place where traffic flows freely. As you travel north towards Cribbs Causeway the traffic crests Brentry Hill and moves from one lane to two lane. This allows a large amount of traffic to flow. Without this increased capacity the traffic will back up and over the hill - delaying the north bound buses. As you travel south into the city you arrive at the crow lane roundabout on two lanes of traffic. If you then move on and suddenly move to one lane (because the bus lane has been installed) then you will create congestion and cause the traffic to back up onto the roundabout as it tries to filter from two lanes to one lane. Again this is predictable.

With increased congestion also comes increased pollution which affects the health of those who live locally and our global warming world. Isn't this what the city of Bristol is trying to avoid?

I would strongly suggest that you look again at what is being proposed, and remove the lanes entirely.

STATEMENT PS 38

Submitted by Agata Ptak - Concerned parents of Brentry Primary School

Title: Pedestrian Crossing

I would like to politely ask about Knowle Lane pedestrian crossings. Firstly there isn't enough of them. The one at Brentry Lane is not safe for children travelling from the top of Pen Park Road. I would like to suggest a pedestrian crossing at the junction of St Joseph's Road. The one we currently use is not suitable for parents and children of Brentry Primary school. It's not well lit & especially dangerous with the darker nights approaching. It's a very dark area, and drivers speed down the hill from Pen Park road. In the attachment you will find 2 photos. Thank you

Thank you for your consideration. We look forward to hearing from you.



STATEMENT PS 39

Submitted by Lukasz Kazimierczuk

Title: Knowle Lane Pedestrian Crossing Issue

I hope you could help us with the issue that we are facing in our neighborhood, regarding road crossings at the Knowle Lane Road. At the moment there are only 3 road crossings along the Knowle Lane road and only one, next to the Brentry Lane Road has a traffic light signals allowing to safely cross the road. This is a very busy road and additional to that in the area we have a Brentry Primary School. Lots of kids needs to cross Brentry Lane Road to get to and from the school on a daily basis. One road crossing that is used the most is located close to the St Joseph Road next to the Bus Stop (I have attached the photo) and it's particularly not safe for a residents and a children especially. There are no clear signs and no traffic lights on that crossing. Usually drivers coming from the top of the Charlton Road/ Pen Park Road have a tendency to speeding. Additional to that, during the wintertime it's a very dark area, so drivers can't easily see that someone is crossing the road. It would be very beneficial for a kids and residents safety if perhaps speeding camera can be installed before that particular road crossing, which would eliminated speeding issue. Also adding the traffic light signal to that road crossing would be enormous help for the kids and the residents.

Thank you for your consideration and I'm looking forward to hearing from you.

STATEMENT PS 40

Submitted by Hugh Woodman

Title: Bus Lanes on A4018

Strongly opposed to 24 hour bus lanes or indeed any bus lanes on the dual carriageway between the Crow roundabout and Charlton Rd. They are just not needed. This is just More Madness from Marvin. It will create a queue of cars with engines running causing the very pollution the city needs to stop. Wake up to your own stupidity. Why 24 hrs when there are not 24 hr buses?

STATEMENT PS 41

Submitted by Hayley Hemming - Bristol Parent Carer Forum

Title: Motion Regarding Bristol Parent Carer Forum

We thank Full Council for considering the motion today regarding Bristol Parent Carer Forum. We remain committed to working with Bristol City Council to find a way forward, together, so that we as a city can ensure that co-production is at the heart of everything we do.

Our voluntary service, which was restructured with the support of Contact between September 2021 and January 2022, ensures that Bristol City Council are fully compliant with the statutory duties laid out in the SEND Code of Practice which state:

*“at a strategic level, partners **must** engage children and young people with SEN and disabilities and children’s parents in commissioning decisions” and that the local authority **must** engage with “Parent Carer Forums...” (Paragraph 3.18)*

Between June and October 2022, Bristol City Council (BCC) staff have continued to seek our advice and for our organisation to have input in various projects despite a decision not to sign the funding agreement. Due to financial constraints, we will soon need to reconsider this position.

Without our voluntary work, which is facilitated by the Department of Education (DfE) funding, we are unclear as to how Bristol City Council will ensure compliance with the SEND Code of Practice.

The DfE funding can only be held by one constituted organisation, it cannot be split between several. Contact does not currently hold the funding for Bristol and the majority of the DfE funding will be lost to the Bristol SEND community for this financial year if the agreement remains unsigned.

Bristol Parent Carers is keen to continue the work of community groups, which was a key area of our strengthening work planned for this year, alongside broadening our steering group membership to be more representative of the community we serve. We are fully committed to continuing this engagement model alongside Bristol’s SEND engagement manager, so that all voices, from all communities, can be heard.

Co-production work is the job of the local forum. Bristol Parent Carer Forum is the local forum and is recognised by the following independent community groups who support the continuation of our co-production work:

Autism Independence
Bristol Autism Support
Bristol EHCP experiences
Bristol SEND Alliance
Nothing special
Extraordinary links
Incredible kids
Somali Resource Centre

STATEMENT PS 42

Submitted by Kerry Sutton

Title: Improvements Proposed for the A4018

Firstly I feel a 24 hour bus lane is not needed. I live in the area and travel down the roads several times a day and only ever see a bus now and again on these roads especially Brentry Lane. I also feel on Brentry lane if a 24 hour bus lane was to be introduced that there would be so much congestion build up you would get some very angry drivers who take chances going around other cars or even speeding down the bus lane that the children who walk that way from the local schools may get seriously hurt. You also have the fact that residents who need to turn into their streets will hold the traffic up even further as you will have to wait for someone to let you through if turning across where this is not to bad at the moment at rush hour traffic time it's already a nightmare to get in and out our streets through to the main road, and a cycle lane could cause further hold ups. I have also noticed that the many cycle lanes already in our city barley get used and cyclists run red lights or just bump onto the pavement.

Then you have the 24 hour bus Lane at Brentry hill and passage road. Where I agree the cars do speed up that road and more traffic control is needed to deal with this maybe a fixed speed camera, today Thursday 13th October there was temporary traffic lights closer up towards the top somewhere and by 9am it had already caused chaos with traffic backed up. I will include a photo that was posted by someone on Facebook today. If this sort of traffic was to happen all day everyday residents would be trapped in their homes as this part of the city would be gridlocked. Then factoring in the new houses due to be built a whole new sore point for the residents there will be even more traffic on the road, backing up to Cribbs Causeway then blocking the motorway, this then would result in all the money planned for a new stadium to be wasted as nobody would be able to get to it.

I would suggest before any work starts to take a drive from this end of town to the other at rush hour traffic times using the routes the proposed work is planned and you will find with the current roadworks it already takes an hour of sitting in traffic if not longer at times. The city used to pride itself on being the green capital but it will soon turn into the most polluted city in the country.

Thank you for listening.



STATEMENT PS 43

Submitted by Ben Cheshire - of The Coronation BS3 1DD

Title: Road Usage for Hospitality Businesses

My name is Ben Cheshire and I run The Coronation on Dean Lane in Southville and have been the owner for over four years now, I was the manager for six and saved the money to buy the lease and take it on myself. It's been a interesting ten years plus I have been doing this for.

When Covid hit it was the worse but best thing to happen to my business, we went from a business which never shut in 9 years (even open on Xmas day) to completely shut which was heart braking. When we had the chance to open with all the registration it seemed impossible as being a small pub and the nature of the businesses with it being very crowded this seemed impossible. But after a lot of time spent considering how to make it work and seeing how other businesses managed to make it work it seemed possible. We redesigned everything to fit around it, not just us but the whole industry and the customers habit change around to fit the restrictions too. This was a big reset, it wasn't the same business and sadly the old supporters of the pub didn't like that and we lost them in the process but we continue to refine and make it work. By the time after the second lock down was ending and everywhere was reopening again we not only made it work as a new business with table service and a whole new clientele but grew to a way we could never done before thanks to the use of the outside and having to use table service. We changed everything to fit around this service and saw the benefits of it not packing everyone in, everyone having the space to sit outside and this continued all year round. The middle of winter people still only sit outside, enjoying hot toddies and mulled wine with customers habits having changed to expecting a more Europe style of service, and the industry is better for it.

When the outside space is taken away we will have to reset the whole business again, we won't be able to do table service and it won't be the same place. Customers will not come back like before and staff will be layer off since we won't have the hours for them. The fact that other bar/restaurant in places of the city will be keeping these outside area make it even more unfair. Why are these places more important than my business just because it's not in the centre?

The outside of my business is 50% of my footprint now and for it to go will be a great loss to the surrounding community. In summer months it makes up 80% of our income and in winter mouths it still brings in 30% of extra trade. All I ask is can the legislation be extended to September 2023 along with off sales which has already been extended to that time. Or make it easier for businesses like mine to apply for a TRO to have the space no longer used as parking bays so we can carry on trading on them. With the clear air zone coming in and traffic already greatly reduced in the area, two parking bays won't be missed and haven't been in last few years we have been using them.

The problem is Businesses are not being looked at as individual cases with some being lucky to be placed in an area the council is happy to put money into to pedestrian and let them carry on trading. While the unlucky ones have had no thought of what will happen to these businesses when their space is gone and the fallout that it will happen in a industrial which had to change to a more Europe style of service after covid.

Please do not reset my life again, at least with covid we had grants and furlough for staff to keep us afloat. This time around there is nothing but mounting bills, the idea we will have to lay off staff and a completely non profitable summer because no one will use the venue now the industry has completely changed.

If you have the power please help like you did two years ago. Please start looking at businesses like mine as just as important to the community and land scape of Bristol as the places on king street and Baldwin street in the centre.

I wanted to attend the meeting as this subject is life changing for me but my partner booked are holiday mouths ago on the date of the rescheduled meeting.

I even contemplated not going but we would of lost all are money on the booking but I will be watching through YouTube.

Thank you for your time.

STATEMENT PS 44

Submitted by Tom Elliston

Title: Road Use for Hospitality

The loss of the outdoor seating arrangements for the hospitality industry will represent another massive financial blow to an industry that is already well and truly on its knees.

For a lot of venues, their outdoor seating represents a large portion of their income, and to deprive them of this at such a difficult time for the industry seems like a bizarre idea. The closure of hospitality venues will cause yet another blow to people's incomes and consequently, their spending power.

The hospitality industry is a vital and vibrant community asset, especially in Bristol, so I urge you to please reconsider this.

STATEMENT PS 45

Submitted by Heather Malcolm

Title: Pavement & Road Use for Hospitality

It is lovely to see people enjoying food and drink in our streets, and no doubt this has aided the survival of businesses and contributed to the mental well-being of many.

This was a great idea during COVID, and could be brought back if rates increase again, but the disruption to people with prams and disabled people (both in terms of navigating the streets and in loss of disabled parking spaces) has been substantial, and some venues have land-grabbed and erected enclosed decks and sheds which often obstruct and are frequently inaccessible.

For these reasons, I think that this concession should be seen as a temporary privilege, and that a review be undertaken to ensure that any ongoing scheme takes into account public safety and the needs of everyone who uses our pavements and roads.

I hope that this is of use to you.

STATEMENT PS 46

Submitted by Steve Deacon

Title: Road Usage for Hospitality Businesses

I write to you to urge the real help that the local council can give to hospitality business in the city both large and small with the permission to continue to use the outside spaces citywide that were utilised during the Covid pandemic.

Many of my friends and colleagues in hospitality would attribute the use of an outside area as being key in not going bankrupt and allowing them to continue to trade since.

I myself have benefited.

It's not just business but also community.

My local residents association are thrilled with my outside area and really believe it enhances the area, many of my neighbours enjoy an alfresco drink in the sunshine where before they could not.

It is felt it brings a real 'continental' atmosphere to the street!

Bristol is a very forward thinking city.

We are all lucky to live here.

Apparently many other U.K. cities are allowing continued 'pavement use'.

Please don't let bureaucracy spoil something which can only enhance our fine city.

STATEMENT PS 47

Submitted by Jan Parsons

Title: Improvements Proposed for the A4018

Having read through the proposals the particular point that we're opposed to is the 24hour bus lane north from Charlton Road to Crow Lane and South from Crow Lane to Charlton Road.

Bearing in mind the increased capacity for this road once the proposed housing developments in Cribbs causeway are completed this will definitely cause major congestion.

The proposed disruption is in fact for 1 bus that doesn't operate over a 24 hour period.

Travelling north towards Cribbs causeway at the top of Brentry Hill the road goes from one to two lanes allowing the traffic to flow freely – continuing with just one lane to the Crow lane roundabout the traffic will back up on Falcondale road resulting in the bus queueing to even reach the bus lane.

Travelling south into the city will also be problematic as traffic arrives at the Crow lane roundabout on two lanes of traffic – and then due to the installation of the bus lane will need to filter into one lane causing traffic to back up on the roundabout resulting in gridlock.

Due to the proposed installation of the bus lane the road will also be downgraded to 30mph instead of the 40mph it is now allowing traffic to flow freely over the two lane carriageway.

I am 73 years of age and I have lived in the area all of my life driving these roads on a daily basis and generally the traffic moves well.

The A4018 is a major route in and out of the city and I would urge you to revisit this proposal and remove the bus lanes altogether as it will not be an improvement to the area.

STATEMENT PS 48

Submitted by Laura Guest

Title: Road Usage Removal - BS3 Hospitality

We are writing to you to submit a statement in relation to the removal of the ability to utilise the suspended parking bay outside our premises, The Old Bookshop Pub, North Street, BS3 1ES. Since acquiring the business in May 2021, we have always operated with this space forming an integral part of our capacity, so hope the below demonstrates the impact of the removal of this area.

The rescinding of the suspension of the parking bay at The Old Bookshop will detrimentally affect our business.

It is an immediate removal of at least 32 seats. When granted, this allowed us to add almost an extra 50% to our capacity and has been incredibly beneficial to our business through these difficult times. With rising energy and product costs, having that extra capacity has allowed us to achieve the volume required to cover those extra costs and ensure the success of our business.

The space also allowed covid conscious customers a space to sit that was open air, allowing them to feel relaxed and safe, whilst also enjoying a night out.

Our takings will, no doubt, be affected, due to a lowered capacity and, especially in the summer, little to no outside area in the sun. We will, no doubt, need to look at cost cutting measures in order to balance that which include cutting staff hours and lowering our ability to invest in and improve our business further.

We implore that the council and highways department readdress this matter and provide whatever aid they can to local businesses.

STATEMENT PS 49

Submitted by Allen Hamlin

Title: Improvements Proposed for the A4018

I'm writing to oppose the intended creation of a dedicated bus lane along Passage Road in the vicinity of Crow Lane Roundabout. I am sure you have already received significant feedback about the negative impact and lack of necessity there is for such measures. I agree with these sentiments.

I will simply add that once I discovered the bus lane will only be relevant for a single bus route, the #1, then such measures seem clearly out of proportion with any need to facilitate transportation infrastructure.

My personal experience with the #1 service has been sorely disappointing. I have several times attempted to use it to return home from work only to find multiple services in a row cancelled, leaving me with no recourse but to walk home the entire length of the A4018 from the top of Whiteladies Road. I now opt to drive to work as often as possible in order to avoid the inconvenience and frustration of an unreliable public bus.

So, in addition to the question of whether a 24-hour bus lane is truly needed for a non-24 hour service, I would severely question whether the creation of a dedicated bus lane for an unreliable service is justified. If the bus is not already running consistently and at capacity, what is the need to further facilitate its operation? While some may say that perhaps having its own bus lane would make it more of a reliable service, I say let it first be proved a well-utilised and important piece of our community's infrastructure before we take any additional steps which will cause both long-term and short-term disruption to the many local residents who don't, and won't, make use of the bus service.

There is no question in my mind that the creation of a bus lane will permanently hinder the easy movement of many of us local residents. Why create that mass hardship for the sake of the relatively few residents who are only occasionally even able to access bus #1? Simply making the buses actually available would be a more worthwhile investment of public funds than unnecessarily altering traffic flow such that currently hardly anyone would benefit, and many would face compounded delays in their regular travels to work and school, both to and through our local community.

Why create a bus lane for a bus that isn't there? Why restrict, hinder, and delay the flow of cars which are indeed using and relying upon this important artery of traffic?

Thank you for your consideration.

STATEMENT PS 50

Submitted by Kirsty Griffiths

Title: Improvements Proposed for the A4018

"Improvements" (??)

Recently approved funding to deliver a series of 'improvements' along a section of the A4018. Inbound and outbound bus lanes, operative all day, from Crow Lane to Charlton Road are not needed as this will cause MORE traffic..!!

It will be a 24 hour bus lane without 24 hour buses and actually only the number 1 uses that stretch of road, ridiculous..!!

The stretch of road suffers from natural pinch points that will cause real mayhem if this plan if it proceeds..!!

As you travel north towards Cribbs Causeway the traffic crests Brentry Hill and moves from one lane to two lane. This allows a large amount of traffic to flow. Without this increased capacity the traffic will back up and over the hill - delaying the north bound buses. We have seen this previously when the bus lane was first installed by the white tree roundabout. It was too long and caused massive congestion. We in North Bristol remember this and I can assure you this isn't nimbyism - we understand how the traffic flows in our part of the city as we will live with it all the time.

By contrast if you are travelling south into the city you arrive at the crow lane roundabout on two lanes of traffic. If you then move on and suddenly move to one lane (because the bus lane has been installed) then you will create congestion and cause the traffic to back up onto the roundabout as it tries to filter from two lanes to one lane. Again this is predictable.

I would strongly suggest that you look again at what is being proposed, and ideally remove the lanes entirely, or at the very least massively shorten the bus lanes to allow the proper filtering of traffic and give it time and space to filter from two lanes to one.

I urge the Mayor to reconsider.

Also, the new Bus lane that will replace the old Bus lane by Clifton Rugby club will be absolutely ridiculous..!!

IT'S NOT WARRANTED..!!

People need the road to do the school runs and to get to and from Cribbs Causeway for work..

Again, this is 1 BUS.. You will cause too much standstill traffic through and surrounding crowlane, Station Rd etc.. KEEP THE TRAFFIC ON THE DUAL CARRIAGEWAYS, NOT THE BUILT UP AREAS WITH SCHOOLS AND CHILDREN..!!

The traffic has flown great since getting rid of the bus lane at Clifton Rugby Club, do NOT shut this off to us locals.

Full Council – 18 October 2022

Agenda item 6 b

Public questions



Procedural note:

Questions submitted by members of the public:

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



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

Ref No	Name	Title
PQ01	Miha Klement	Brislington Cycle Path
PQ02	Suzanne Audrey	Committee System
PQ03	Suzanne Audrey	International Travel Policy
PQ04	Stephen McNamara	Trans Rights are Human Rights
PQ05	David Redgewell	City Region Bus Network
PQ06	Anna Swift	Temporary Pavement Licences
PQ07	Helen Powell	Handling of FOI Requests
PQ08	Jen Smith	SEND Surveillance
PQ09	Rose Crossland	Treaty on the Prohibition of Nuclear Weapons
PQ10	Tom Bosanquet	Ashley Road junction works
PQ11	Martin Rands	Avon Crescent
PQ12	Rob Bryher	St George Park
PQ13	Anita Bennett	Flood Zones
PQ14	Rachel Horsington	Trees in Easton
PQ15	Rachel Horsington	Bristol to Bath Cycle Path
PQ16	Sarah Middleton	Chelsea Park Colston Road Trees
PQ17	<name redacted>	Gender Identity
PQ18	Clarissa Payne	Legality of Silver Motion



QUESTION PQ 01

Subject: Brislington Cycle Path

Question submitted by: Miha Klement

I'd like to bring to your attention the poor state of the river bank cycle path from Brislington to Temple Meads. Its part of the national cycle network and WECA's infra plan. It's a really enjoyable path and used by local families and commuters. It is our only active travel route to the city. Its very nice but its in serious disrepair.

The path is overgrown, it is eroded from buddleias pushing up the tarmac, the fence is broken in lots of places and it is getting worse all the time. During the spring storms a tree fell on the cycle path and uprooted a very large part of tarmac – effectively halving the width of the path. The council removed the tree but did not fix the path. Instead they fenced off the area which effectively halved the width of the. The fence itself is now overgrown as well.

Our councilor Andrew Varney raised the issue at full council meeting in July and the reply from the Mayor was that there is no money available for improvements.

I then wrote to Don Alexander myself asking when the path will be repaired. Don was completely unaware of the damage so I had to provide him pictures and a map . He promised a reply but then gave up. When I chased him on Twitter Don blocked me. Since I raised my question over two months ago I have received no reply and the path is still blocked.

What surveys were undertaken in determining that no budget was available for repairs of the Brislington cycle path?



QUESTION PQ 02

Subject: Committee System

Question submitted by: Suzanne Audrey

[for Cabinet member Councillor Helen Holland]

With regard to the cross-party committee shaping the new committee system of governance from May 2024, please can you give an update on the ways in which you are, and will be, actively engaging citizens in the work you are doing?



QUESTION PQ 03

Subject: International Travel Policy

Question submitted by: Suzanne Audrey

[for Mayor Marvin Rees]

Bristol City Council International Travel Policy and Procedures for Members states: Challenging goals have been set for both the council and the city to be carbon neutral by 2030. Bristol City Council is already recognised as an environmental leader. To show leadership in this context means achieving our goals in an integrated way so that delivering one piece of work enhances and does not undermine our climate goals. We can do this by using alternatives to travel and making good choices about how we travel. Alternatives to travel should be considered first. Greater availability and widespread use of high-quality live streaming and video and teleconferencing options have made avoiding travel much more viable. These solutions avoid the financial, carbon, and time costs of travel and accommodation [<https://www.bristol.gov.uk/files/documents/3359-international-travel-policy-and-procedures-for-members/file>].

In your register of interests, it states: 23/9/2022 Return travel for attendance at Global Goals Week/UN General Assembly, from the Mayors Migration Council; accommodation from New York University/Terry and Lesley Kahn.

Please can you explain the purpose of this trip?



QUESTION PQ 04

Subject: Trans Rights are Human Rights

Question submitted by: Stephen McNamara

[for Cabinet member Councillor Craig Cheney]

- 1) You have a named responsibility for Governance. Please explain on what basis the "Trans rights are human rights" motion was considered at the 5th July Full Council meeting without an Equalities Impact Assessment given that the decision impacts upon people with protected characteristics under the Equality Act?

- 2) Do you believe that a biological man can literally change their sex and become a biological woman?



QUESTION PQ 05

Subject: City Region Bus Network

Question submitted by: David Redgewell

1. What progress is the mayor or Councillor Don Alexander making with the metro mayor Dan Norris and west of England mayoral combined transport Authority and North Somerset council to make sure that the key gaps in the Bristol city Region bus Network are being filled?

Following the Beeching style bus cuts from the 9th October 2022, the deepest bus cuts in any city region in England by first group plc west of England buses. And the Ending of services operated by HCT group of London. Including community transport and Dial ride.

i.e. the following Routes such as

Only 511 512 Bristol local services

62 Thornbury, Berkeley, sharpness, cam Dursey may lane bus station.

Bristol city centre, St Anne's park Brislington, Knowle ,Hengrove hospital Services 36 ,96 .

178 Bristol bus and coach station , Bristol Temple meads station, Arnos vale Brislington, Keynsham, Timsbury, Markbury ,Paulton, Midsomer Norton, Westfield and Radstock.

Services y4/y4 Bristol bus and coach station, Eastville park, Stapleton, Frenchay, Winterbourne Frampton Cotterell, Coalpit Heath, yate park and ride and yate railway station and bus station.

Services 515 Stockwood whitchurch Hengrove hospital imperial park .

505 long Ashton park and ride, Clifton Down ,cotham Horfield and Southmead hospital bus station

506 Southmead hospital bus station

Horfield Eastville park ,Easton Lawrence hill,Oid market Bristol city centre.

516 whitchurch estate, Hengrove, knowle

52 South Bristol to Bristol city centre.

This route are key orbital socially important routes serving some of Bristol poorest communities.

2. What progress is being made with the west of England mayoral combined transport Authority and North Somerset council by the city council to recruit more bus and coach drivers for First group stagecoach group and the smaller bus and coach companies?



QUESTION PQ06

Subject: Temporary Pavement Licences

Question submitted by: Anna Swift

I am the owner and proprietor of The Garden of Easton Café which is situated on St Marks Road, Bristol. I am writing to you about the urgent matter of the revocation of temporary pavement licences in Bristol and our plea to the Council to extend the licences for another year.

When we were granted our licence just over 1 year ago we decided to put a huge amount of effort into producing an outside eating area that would massively enhance the street, we have introduced much needed greenery to our inner city location and added colour that St Marks road deserves. Since opening our café after Covid these extra 16 seats have been essential in helping us to be profitable, particularly during the days at weekends when we are extremely busy. As you will be aware, things are once again getting extremely tough for restaurants and cafes and to be forced to remove these seats now just doesn't make any sense.

It seems madness to remove outdoor seating as we enter the winter months, when many clinically vulnerable people are wary of sitting inside.

Small independent hospitality venues are already struggling to make ends meet we are asking for a common sense approach instead of asking us to destroy our outside spaces.

It is my understanding that Parliament will be debating the extension of temporary pavement licences with a view to enabling them to become permanent. So could Bristol City at least wait until the outcome of this debate is known?

I have learnt that Liverpool seems to be taking an open minded approach and has extended at least some pavement licences for another year. I have spoken to a gastropub in Liverpool ('The Ink In The Well', Lark lane) who informed me that their pavement license has been extended for a year.

Another possible way forward would be for Highways to re-designate our small piece of road as pavement using road markings – is this something that you would consider?

If you are able, please come and visit us - when you see our site I am sure that you will agree that it is worth keeping!



QUESTION PQ07

Subject: Handling of FOI Requests

Question submitted by: Helen Powell

For around 18 months, Bristol City Council has been routinely rejecting any Freedom of Information (FOI) request relating to Stoke Lodge Playing Fields as vexatious. Indeed, we understand that it has also rejected as vexatious at least one request about completely different playing fields, due to suspicion that it might actually be something to do with Stoke Lodge.

The Information Commissioner recently issued a decision (reference: IC-127328-VOW6, dated 22 August 2022) stating that it was not lawful for the Council to take a blanket approach of rejecting all FOI requests involving Stoke Lodge as vexatious.

Among other things, the Information Commissioner said that:

- It was not persuaded by the Council's argument that We Love Stoke Lodge are acting as part of a campaign to disrupt, harass or burden the Council.
 - Many individuals, acting from different perspectives and motivations, have contacted the Council acting in its various different capacities in relation to Stoke Lodge.
 - The effect of receiving the requests would not be a significant burden upon an authority the size of the Council when compared to the value and purpose behind the requests for information.
- On 5 October 2022, Private Eye published an article about the Information Commissioner's decision.

We Love Stoke Lodge has subsequently been contacted by a third party who read the Private Eye article. She recently made a generic FOI request on a particular issue. This was rejected by the Council because the answer to it would, at least in part, relate to Stoke Lodge. The Council claimed she was part of a campaign aimed at creating burdens for the Council and rejected her request as vexatious on 4 October following an internal review. We understand that she intends to refer her complaint to the Information Commissioner, referencing its August decision.

We would be grateful if you would explain why, having received a determination from the Information Commissioner over six weeks ago specifically stating that it is not lawful to take this approach, the Council is continuing to reject as vexatious any FOI request where the answer might involve disclosing information relating to Stoke Lodge. Why is the Council choosing to ignore the ICO's views in its handling of other FOI requests?



QUESTION PQ08

Subject: SEND Surveillance

Question submitted by: Jen Smith

Q1 - I am one of the two Send parents who have experienced covert surveillance by Bristol City Council. Is it a coincidence that the council will not respond to my Subject Access Request made in the summer nor the complaint I made regarding the Subject Access request not being responded to - or are there other people who are also being ghosted by the council?

Q2 - Why are so many Send families having to resort to threatening or proceeding with Judicial Review to get the provision in their children's Education Health and Care Plan?



QUESTION PQ09

Subject: Treaty on the Prohibition of Nuclear Weapons

Question submitted by: Rose Crossland

Bristol is a member of the 'Mayors for Peace' network. In 2021, the United Nations ratified the Treaty on the Prohibition of Nuclear Weapons, signed by 91 states, but the UK government is currently not a signatory. Throughout the UK, resolutions supporting the TPNW are being passed at all levels of local government. With the threat of nuclear disaster (deliberate or accidental) perilously heightened due to the war in Ukraine, now it is more important than ever that we send a message to the UK government that the possession of nuclear weapons does not protect us – on the contrary, it makes us a target. The people of Bristol have the right to live in a world free from this threat. Does the council support the United Nations Treaty on the Prohibition of Nuclear Weapons, and will the council call on the UK government to sign and ratify it?



QUESTION PQ10**Subject: Ashley Road junction works****Question submitted by: Tom Bosanquet**

Dear Mayor Rees & Cllr Alexander,

On 1st March this year I cycled in to work, only to be confronted with a large yellow sign announcing that my business was closed! What a surprise! Had I missed a month & woken to find it was in fact April 1st?

No.. as it turns out, the part of the road on which my business is based had been entirely closed off & the sign was somehow meant to indicate this fact, neatly ignoring the restaurant next door which depends far more on daily deliveries & walk up custom.

There had been no prior warning that the road would be closed off for any time. A brief letter had been received in January saying that works were to be carried out on the Cheltenham Rd / Ashley Rd junction, but that was the sum total of local engagement by the council. Residents & businesses were not asked for input, nor were they properly informed – indeed, even local councillors had not been consulted.

There was chaos on the roads that day – not only did the temporary traffic lights snag up like crazy, but there was absolutely no consideration given to pedestrians or cyclists. Unclear & frustrating. This continued throughout the works despite complaints/feedback, alongside temporary lights failing on several occasions & a general focus on motorists only.

It transpired that the works were undertaken because the original traffic lights were old & liable to fail, and the council decided to tack on some tinkering alongside these upgrades, but decided against talking to anyone local who might have useful ideas from using the junction daily.

The works were finally completed, having overrun by about 50%, at which point Cllr Alexander crowed about how these works benefited pedestrians because walkways had been slightly enlarged & the traffic lights had been moved a little. A painted cycle lane was also removed from the south bound Cheltenham Rd and motorists instantly returned to dangerously parking on the pavement. So we're already seeing the pavements being damaged, the benefits for pedestrians being stolen by antisocial parking, and the safety of cyclists, plus the free-flow of motorists, being hampered.

So, all in all a fiasco of works – long drawn out, presumably expensive, and all for very little improvement. Rightly, Cllr Alexander's proclamation was met with disbelief (putting it politely). While the previous painted cycle lane was poor & often blocked, entirely removing it is in no way a solution & a million miles from complying with LTN 1/20. As it stands, the junction continues to be less than ideal for ALL users – public transport, motorists, cyclists and pedestrians.

This episode highlighted a multitude of missed opportunities, but such failures are echoed in other works around the city, whether it is woeful pedestrian/cyclist alternatives during Gaol Ferry Bridge works, the Chocolate Path (coming up to 5 years out of action!), proposals for Whiteladies Rd cycle lane removal, the St Luke's Rd crossing doldrums.. Let alone the citywide proliferation of dangerous pavement parking getting almost no attention and still no updated Bristol Cycling Delivery Plan (more



on that coming soon!). It feels like ineffective fire fighting, being reactive rather than proactive, and none of it seems to work for residents of Bristol.

So, the questions:

- **What lessons have been learned from the junction works?**
- **Can you identify why works in Bristol have such a tendency to overrun?**



QUESTION PQ11

Subject: Avon Crescent

Question submitted by: Martin Rands

In 2013 local residents were called to the Nova Scotia pub to be told by Bristol City Council officers that the Metrobus AVTM scheme would be built opposite Avon Crescent. The purpose of this meeting was to inform residents that Avon Crescent would become a shared space, where all motor vehicles, pedestrians and cyclists would have an EQUAL right to use ALL the space (pavement and highway) Trees would also be planted to improve the streetscape and to mitigate for environmental and heritage damage.

Metrobus has been built, but not shared space at Avon Crescent, which is a breach of a planning obligation.

I would like to ask the Mayor and Transport cabinet member why this breach of 2014 planning consent has not been enforced in relation to Avon Crescent?

If planning obligations are not enforced, it makes the whole Bristol City Council planning process unfit for purpose, and will undermine public trust in future schemes being built, as described and specified.



QUESTION PQ12

Subject: St George Park

Question submitted by: Rob Bryher

Question 1

My children use the toddler swings in St George Park on a regular basis. I appreciate that the council acted with safety as the first priority in their recent removal and I'm very thankful for their swift action.

However, I have not received any reassurance through emailing the council that the wooden frame and swings will be replaced in the play park.

The community-led group Play in St George Park are attempting to raise funding to transform the play park, but I'm sure the Mayor would agree that it is councils that should be able to fund parks.

Please can the Mayor tell me when the frame and toddler swings are likely to be replaced?

Question 2

With the cost of updating St George Park play park likely to be somewhere in the range of £400,000, can the Mayor use the budget process this coming year to find funding for these necessary improvements? Or is there another avenue that can be explored to find funding?



QUESTION PQ13

Subject: Flood Zones

Question submitted by: Anita Bennett

Can Cllr Beech and Mayor Rees please explain in detail why there are ANY planning applications being considered for the highest risk flood zones BEFORE you have found what she is quoted in the Evening Post as Bristol needing £81 million for its share to build the officially required flood protections? Surely that risks future lawsuits by developers, residents, environmentalists, and citizens, doesn't it? Please provide your detailed strategy to solve this contradiction.



QUESTION PQ14

Subject: Trees in Easton

Question submitted by: Rachel Horsington

As you know and have been made aware of by Easton residents Easton needs and wants street trees. Easton has only a handful of streets with a tree on it and there are practically no grass verges in Easton which means for all intensive purposes Easton is excluded from tree planting schemes. You said you would consider the idea of digging into concrete etc when I brought Easton's exclusion to the tree planting scheme to your attention. What is your decision on this matter?



QUESTION PQ15

Subject: Bristol to Bath Cycle Path

Question submitted by: Rachel Horsington

The stretch between greenback and Old market is a very busy route with 1000's of people using it every week. Despite this there are barely any bins along it- especially between the City Academy turning and town. This is approx one kilometer with no provision at all for litter disposal. It seems wishful thinking that 1000's of people will take their rubbish home with them and clearly many people don't judging by the mess it is constantly is in. People litter because it's convenient so it's important make litter disposal convenient, how? By providing more bins. Bristol waste said they want more bins on the path but that it is a council decision. So my question. Can we have lots more bins and emptying of bins on the railway path please?



QUESTION PQ16

Subject: Chelsea Park Colston Road Trees

Question submitted by: Sarah Middleton

We're delighted to see the mayor is in support of street trees in Bristol neighbourhoods (twitter 18th September 22)

In Chelsea park and Colston road we have a strong community of residents who are determined to improve our neighbourhood with street trees.

1. street trees will improve air quality (which is poor in easton - pollution is high).
2. cool the neighbourhood during the summer - especially important during intense heat waves
3. extend wildlife habitat connected to the cycle path green corridor
4. help our area to look and feel more beautiful and welcoming.
5. local residents will be happy to water new trees for the initial years whilst they become established.

We have a strong community spirit in our area and have a track record of organising events together and being supportive to create a better neighbourhood.

We need at least 20 trees on Colston road and Chelsea park. The exact location of the street trees will depend on practicalities, so we are flexible on this.

However we request pavement build outs to ensure enough space is made for the trees. We have the support of our councillor Barry Parsons on this.

This is a project close to my heart which I would love to see take place here in my neighborhood in Easton. Please advise what are the next steps we need to take to get street trees planted on Chelsea park and Colston road in Easton?



QUESTION PQ17

Subject: Gender Identity

Question submitted by: <name redacted>

1) A Gender Identity Ideology typically includes some of the following tenets :

- Sex is not binary but a spectrum
- Everyone has a gender and there are over 100 genders (the BBC) or an infinite number of genders (University of Essex)
- There are people who are non-binary - presumed to mean neither male or female (and to be discovered by gender identity)
- Everyone has a gender identity and this enables a person to discover their gender by introspection
- Some people are a man on one day and a woman on the next day depending on how they feel
- A trans woman is literally a woman
- Some lesbians have a penis and testicles
- A woman is any person who sincerely asserts that they are a woman
- Some children are trans and if they say they are then that belief must be affirmed
- Puberty blockers are completely safe
- It is a matter of celebration and not concern that there has been a 7000% increase in pubescent girls who believe they are boy and seek medical intervention
- Trans women should compete in women only sports because they are women
- The only way to show understanding or compassion is to agree with whatever Stonewall says
- There should be no discussion with gender critical people because they deny that trans people exist
- Gender critical people are motivated by transphobia

If an employee or teacher , in an appropriate manner and in the appropriate circumstances etc were to express concerns that such an ideology involves muddled thinking. and has a chilling affect on general discourse and could potentially contain misogynistic, reductive and homophobic elements, then would they be at risk of any detriment? (Imagine a 3 hour training session at the end of which everyone was asked to express their honest views and an employee politely and gently stated their view)

2) Presuming that subsequent to the Forstater judgement and a proper understanding of the Human. Rights Act the answer is "No", then given the tone , tenor and content of the Silver Motion agreed on 5th July 2022 , what actions does the Council intend to take to reassure employees and teachers that their right to freedom of expression is protected and that they are not obliged to believe in a Gender Identity Ideology?



QUESTION PQ18**Subject: Legality of Silver Motion****Question submitted by: Clarissa Payne**

Dear Cllr Cheney,

This is the text of the advice that the South Oxfordshire received from their Monitoring Officer on 7th October 2021.

"Good evening councillors,

I have asked the Chair if I may have the opportunity of addressing Council regarding the motion to Council on the 22December 2020 entitled:

Council notes that Trans people face significant disadvantage in society".

I will be happy to discuss any issues regarding this statement with members outside the meeting, but I am not able to answer any questions during the meeting.

A corporate complaint was made regarding the motion by a resident, and I reviewed the background to the resolution and complaint shortly after I came into post. I have not upheld the complaint, and this was communicated to the complainant in my letter of the 23 of September 2021.

As a starting point, it is my view that the motion was clearly one which Council was lawfully entitled to accept and make a resolution upon. The motion was political in nature, intended to be aspirational, was clearly something of relevance to the Council and was non-binding in nature or legal effect.

However, and perhaps understandably for a political motion, the wording of three elements of the resolution lacked legal precision in terms of definitions and impact.

This is certainly not a criticism - this is the nature of political discourse, politicians raise issues of genuine concern by way of motion as part of the democratic process.

As an aside, I am more than happy to help with the drafting of motions should any member require it, indeed, I would prefer to be involved at the formative stage of a motion.

I need to outline to Council for the record, the interpretation that we must place on certain elements of the resolution made. This is to ensure that there is no doubt about the considerations members and officers consider when making decisions around service provision.

Firstly, it is important that I make it clear that Council motions do not and cannot legally bind the Executive in relation to executive functions. In other words, the Council resolutions did not override or affect the lawful exercise of the Council's public functions in relation to the provision of services, and no services have been affected by the resolution.

In short, the terms of the resolution must be read in the context that it is always subject to an implied requirement to act lawfully.

I would therefore provide clarity around the following elements of the resolution as follows:

"[t]rans men are men, trans women are women and that non-binary genders are just as valid"

The intent of the motion and the statements was to demonstrate support and solidarity with trans people. It was not intended to be an assertion of biological / and or social / and or legal fact.

However, for the purposes of making decisions around service provision, the Council is only permitted to legally recognise someone's sex as that recorded at birth unless a gender recognition certificate has been issued.

The Equality Act is also clear that the right to recognition in one's acquired sex is not absolute and there will be circumstances where the Council must recognise that there is a necessity for segregation in order to give due consideration to other protected characteristics such as religion or belief.



Whilst I recognise that the intent of the motion was to demonstrate support and seek to address disadvantages in society, the statement in relation to non-binary genders is legally incorrect because there is – perhaps currently - no legal recognition of such identity. As such, the Council cannot legally consider non-binary genders as a factor when making decisions.

“Ensure that all Council services, both directly provided and through partners, are fully accessible to all, regardless of their sexuality or gender identity”

I understand that the intent of the wording was to ensure that all services are fully accessible to all and is again intended to set out the Council’s commitment to the PSED.

There is a potential for this to be read as providing precedence to the protected characteristics of sexual orientation and gender re-assignment which, though not the intention, needs to be clarified. Essentially, the way in which this would be applied is that services would be accessible to all in accordance with the law and officers would ensure that there would be no unintended consequences.

“that the Council’s constitution, policies, forms, and all internal and external communications are gender neutral”

The Council cannot legally commit to gender neutrality as suggested by the resolution. Again, I entirely accept and appreciate that this element was intended to demonstrate solidarity with trans people, but it could lead to unintended consequences in the unlikely event it was interpreted in too restrictive a way.

It would be a disproportionate approach in that it goes beyond that which might reasonably be regarded to protect the rights of trans people without apparent consideration for the rights of others. Thank you”.

Would you please ask the Bristol City Monitoring Officer to comment on the contents and legality and meaning of the 5th July Silver Motion (agreed without a Equalities Impact Assessment)?

