

8 OCTOBER FULL COUNCIL

GREEN AMENDMENT TO GOLDEN MOTION: MAKE BRISTOL THE UK'S MOST ACCESSIBLE CITY

Original motion moved by: Cllr Kelvin Blake (Labour)

Amended motion moved by: Cllr Ed Plowden (Green)

Amended text.

This council notes:

17.2% of people in Bristol have long-term physical or mental health conditions or illnesses and whose day-to-day activities were limited in some way. 8.3% of Bristolians describe themselves as disabled and as having their day-to-day activities limited a lot.

Bristol City Council is committed to the Social Model of Disability which recognises the right to self-identify as a Disabled person and that people are Disabled by barriers in society such as lack of physical access and lack of accessible communication, not by their impairment (including mental, physical, sensory, health conditions, learning difficulties among others).

Across the UK there is a "transport accessibility gap", with a recent Sustrans report finding that disabled people take 38% fewer trips across all modes of transport than non-disabled people. This pattern is similar for walking and wheeling with disabled people in England taking 30% fewer walking trips than non-disabled people. This is an experience mirrored in Bristol with disabled people continuing to face a number of barriers in Bristol. Whilst improving the lives of disabled people is clearly a cross-cutting issue, some of the most prevalent issues relate to transport. This motion lists policies the council could undertake to demonstrate its commitment to the issue.

For too long shared space was relied on for non-motorised traffic modes, rather than proper segregation as emphasised in the most recent Cycling and Walking infrastructure guidance from government, Local Transport Note 1/20 (LTN1/20). However, we have a significant amount of legacy infrastructure due to many years of prioritising sustainable modes of transport that will be tough to retrofit with current budgets.

Currently, the Diamond Bus Pass is not valid before 9am, but it exceeds the statutory minimum of 9.30AM unlike London and many other core cities.

The new UK Govt has made a commitment to review the approach to funding being competitive between Councils, which is a positive commitment – despite Bristol being relatively successful. Maintaining and investing in our infrastructure should not be framed as a competition between authorities.

This council believes:

Ensuring everyone shares in Bristol's success means the council needs to do its utmost to support its disabled citizens.

Bristol should aim to be the most accessible city in the country. Achieving this means taking far-reaching action that cuts across council policy areas and working collaboratively with city partners.

This council resolves:

To aim to be a highly inclusive and accessible council, by improving the lives for disabled and older people living, working, or visiting our city.

To call on all Policy Committee Chairs and One City Partnership to ensure disabled people's voices are heard by undertaking to participate in ongoing dialogues with disabled people's organisations. As part of this, committees and council officers will need to work with disabled people and

organisations such as Bristol Disability Equality Forum, the Disability Equality Commission, the West of England Centre for Inclusive Living, and other key partners to develop further plans.

To ensure that all projects being brought forward are co-designed with people affected by it whenever possible.

To call on committee chairs to report back to Full Council on progress made on this aim in twelve months' time.

As a starting point, Full Council resolves to instruct the Transport and Connectivity Committee / Chair to undertake the following measures:

1. Place the Bristol Climate and Nature Partnership's Inclusive Transport Vision for Bristol on the Transport and Connectivity Committee's Forward plan for a discussion at the committee
2. Work with Visit Bristol to improve or provide accessible information on a website where visitors can see information about disabled facilities.
3. Reiterate to contractors the council's expectation that pavements and cycle lanes are treated with the same care and attention as the carriageway and comply with best practice such as LTN1/20
4. Ask officers to Work to remove or adapt physical barriers on all highways infrastructure that are not LTN 1/20 compliant, and seek budgets to do this, to ensure accessibility for adapted cycles mobility scooters, double buggies etc.
5. Ask officers to Work to identify all pavements that are not friendly for the partially sighted and do not have ramps or other accessible measures at key crossing points and separation from people on bikes and scooters wherever possible. Ensuring that amending this is integral to the design of any major projects and seek to identify budgets to work on and other priority pavements and crossings where this is clearly needed6. Call on the DfT to respond to the pavement parking consultation which closed in November 2020 and make it easier for Councils to enforce anti-social pavement parking
7. Ask officers to bring forward proposals to Make improvements to legibility for all, subject to funding, to include, but not limited to, painting cycle lanes a single colour and removing unnecessary street clutter.
8. Ensure every bus stop in Bristol is accessible and continue to lobby the West of England Combined Authority to make sure every train station caters for those with mobility needs.
9. Investigate and consider impacts of allowing [disabled tax class vehicles](#) through bus gates to allow their users easier access to disabled parking spaces, noting that Blue Badges are for the person not the vehicle.
10. Encourage bus operators in the West of the England to update their fleet to provide at least two disabled wheelchair spaces on all buses.
11. Include within the work of the Parking and Kerbside TFG a Review of disabled parking space provision, with a view to increase the availability, and work with private sector partners on this where needed.
12. Ask officers to undertake work to prioritise requests for disabled parking bays, in order to bring down the wait time for requests for
13. Ask officers to bring forward proposals to Increase the number of disabled bays in central council-owned car parks where demand can be demonstrated.
14. Remove any parking charges for disabled users for the first three hours, in line blue badge holders' entitlement, and work with operators of private car parks to extend this as appropriate.

15. Work with the West of England Combined Authority to assess options for extending the hours of operation of the Diamond Bus Pass scheme