

Full Council – 11 March 2025

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 affects the city.
- Members of the public who live or own a business in Bristol may submit up to 3 written questions, and may ask a maximum of 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 Leader or Chair of a Policy or Regulatory Committee. 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	To
PQ01	Natalie Calder	Crossing Guards	Plowden
PQ02	Antony Martin	Caravans parked on the Downs	Parsons
PQ03	Andrew Paten	Bristol Zoo Planning Application	Parsons
PQ04	[Ruled Out]		
PQ05	Joe Thomas	Senior Councillor Diaries	Dyer
PQ06	Siobhan Martin	East Bristol Liveable Neighbourhood	Plowden
PQ07	Satwant Phull	Glebe Road Planters	Plowden
PQ08	Melissa Topping	East Bristol Liveable Neighbourhood	Plowden
PQ09	David Redgewell	Bus Services	Plowden
PQ10	Matt Sanders	Bus Gates	Plowden
PQ11	Stuart Phelps	Air Quality	Fodor
PQ12	June Brennan	East Bristol Liveable Neighbourhood	Plowden
PQ13	Megs Smith	South Bristol Liveable Neighbourhood	Plowden
PQ14	Elizabeth Staples	East Bristol Liveable Neighbourhood	Plowden
PQ15	Merriel Waggoner	Loss of Sports Hall at Easton Leisure Centre	Williams
PQ16	Azmeena Haq	Easton Leisure Centre Refurbishment plans	Williams
PQ17	Joanne Brown	Women's Netball in Easton	Williams



PUBLIC FORUM PQ01

**Question to the Chair of the Transport & Connectivity Committee, Plowden From Natalie Calder
Subject: Crossing Guards**

Why are lolly pop ladies/people /crossing guards being cut? Surely their few hours a day on minimum wage don't put much of a dent in the budget ? Cutting the service which provides safety to our most vulnerable trying to get to and from school is an accident waiting to happen Roads haven't become safer over the years , they have become absolutely horrendous in some places , especially during school run times. It's dangerous enough with the lolly pop ladies , and you want to take them away???

Shame on you !!!!

Response

Thank you for your question.

As part of setting its budgets for the new financial year the council had to consider all options however unpalatable. School Crossing Patrols were considered as an option for budget savings but ultimately this option was not taken forward once we had confirmation of the Government Financial; Settlement from Central Government this proposal was immediately taken off the table.

You might like to read my article on this in Bristol 24/7 published on 'We must do everything we can to protect our children from road danger' published on 25th January.



PUBLIC FORUM PQ02

**Question to the Chair of the Homes & Housing Delivery Committee, Parsons From Anthony Martin
Subject: Caravans Parked on the Downs**

The continuous illegal parking of the ever growing number of caravans on this beautiful part of our city is not acceptable. This has been a constant problem for residents and visitors for too long it is time for our city council to take action and resolve this problem

Response

Civil Enforcement Officers enforce against parking contraventions on the Downs, but it is a time consuming process due to the size of the Downs and the nature of the restrictions. It would not be appropriate for officers to target van dwellers specifically, and any enforcement has to take place within the context of enforcement across the whole Downs area. Officers have to balance the work with other priorities across the whole city, especially those that impact congestion and bus punctuality.

In addition, it should be noted that officers cannot issue Penalty Charges to vehicles which are not registered with the DVLA i.e. caravans, which do not have a vehicle registration number.

All reports of encampments received from members of the public are recorded, investigated, and assessed in terms of impact.

Issues around vehicle dwellers in the city are being pro-actively addressed by both the Neighbourhood Enforcement Team and the Gypsy Roma Traveller Team in line with policy. The Homes & Housing Delivery Policy Committee will examine the work currently being undertaken with Vehicle Dwellers in the city and to make recommendations on moving forward. People living in vehicles are present in many cities, towns and rural areas across the UK, and Bristol is a national model of good practice in how we work with them.



PUBLIC FORUM PQ03

**Question to the Chair of the Homes & Housing Delivery Committee, Parsons From Andrew Paten
Subject: Bristol Zoo Planning Application**

1. Could you please clarify the total budgeted legal costs for Bristol City Council related to defending the Bristol Zoo Planning Application in the May 25 Judicial Review, in the event that the judge rules in favour of either the applicant or the defendant?
2. Is the legal defence of the Bristol Zoo Gardens Judicial Review at risk of diverting limited resources from more urgent social housing projects that could be delivered more quickly?
3. If the Bristol Zoo Gardens Judicial Review finds against the defendant, can the Council commit to ceasing further legal expenditure defending the application and encourage better public engagement by the Bristol Zoo?

Response

Thank you for your questions

Q1: External legal support in defending the judicial review has been procured in line with the council's set approach for appointing barristers. This process ensures both good financial value and that appointed barristers have the relevant knowledge, expertise and experience to deal with the type of litigation concerned. A fee is negotiated based on their knowledge and expertise. A Specific amount will not be disclosed due to commercial confidentiality and the need to protect the Council's ability to negotiate commercially competitive fees for future cases and advice.

Q2: No. The Council needs to hold reserves to deal with legal challenges should they arise, and they can be utilised in this case. The Council seeks to minimise legal expenditure for litigation by prioritising sound and robust decision making. Planning permissions and supporting s106 agreements provide a significant proportion of the

pipeline of supply of affordable housing for the city, including social rent tenure. It is important that affordable housing supply in this way is enabled.

Q3: Any decisions about involvement in future litigation can only be taken once the specifics of the judgement can be assessed and fully considered.



PUBLIC FORUM PQ05**Question to the Chair of the Strategy & Resources Committee, Dyer From Joe Thomas****Subject: Senior Councillor Diaries**

On 19 February the Information Commissioner’s Office (ICO) ruled that Bristol City Council “failed to demonstrate that the exemption is engaged” when responding to this request from me for the diaries of the senior-most councillors, including you:

https://www.whatdotheyknow.com/request/senior_councillors_diariesintere#outgoing-1815677

The ICO also found that your organisation breached section 10(1) of the FOI Act by failing to respond within twenty working days of my request. My request was on 2 June 2024, I chased a response on 29 June and 8 July, requested an internal review in the case on 16 July, and finally received a substantive response on 24 July.

The ICO noted that “the Council has not provided the Commissioner with any detail as to the burden involved in reviewing, considering and redacting the diaries for disclosure/publishing, or any estimates for the time it would take to carry out these tasks”: <https://ico.org.uk/action-weve-taken/decision-notices/2025/02/ic-327913-r8v1/>

That is despite the diary of the previous council leader being published monthly, and the diary of the Lord Mayor still being published routinely. And despite the Council confirming, via a separate Freedom of Information (FOI) request, that it now spends almost £1.4 million a year on the salaries and pension contributions etc for the Democratic Services team, Leader & Civic Affairs Office, and Policy Committee team – around five times more than the amount that was previously spent on the office of the former leader:

https://www.whatdotheyknow.com/request/committee_system_fois_and_office#outgoing-1729021

The ICO has in its decision notice ordered your council to respond properly within thirty calendar days of 19 February, or face the matter being dealt with as contempt of court.

You (Councillor Tony Dyer) said at the January Full Council, that you were looking to publish his own diaries, but, month later (4 March), they seem yet to have materialised. This, and the initial refusal, may be due to the prioritisation of international travel so

early on in the Green Party's administration, which was very belatedly published here:

<https://www.bristol.gov.uk/council/data-protection-and-foi/open-data>

These extended delays appear to contradict your pre-election promise in the Bristol Cable, as follows: “The ability for the public to access information that helps them understand decision making is an essential part of confidence in the system,” Dyer says, adding that if the Greens end up leading the council they would look to communicate “proactively” with citizens, including by helping them clarify requests, routinely publish more data and keep this process under review:

<https://thebristolcable.org/2023/11/transparency-matters-why-is-bristol-city-council-failing-freedom-of-information/>



Where are your diaries, and those of your senior councillors colleagues, and why is it taking so very long to complete the very basic task of publishing them?

Response

I am pleased to advise my diary was published on 28 February and can be found here (under Leader):

Member roles in the new committee system

My diary will be published retrospectively and, on a month-by-month basis. I advised at Full Council in January that I have a small team who are able to support the publication of my diary but other councillors do not.



PUBLIC FORUM PQ06

**Question to the Chair of the Transport & Connectivity Committee, Plowden From Siobhan Martin
Subject: East Bristol Liveable Neighbourhood**

Question one title: East Bristol Liveable Neighbourhood - Road Safety Measures on Crews Hole Road

Question one: Thank you for your response to the three questions I submitted at full council in January regarding road safety measures on Crews Hole Road. Unfortunately I feel the responses are somewhat inadequate. The authority agrees permanent road safety measures are needed on Crews Hole Road, I myself regularly walk the narrow stretch between Strawberry Land and Riverside Chapel and have witnessed vehicles mounting the footway, speeding and road rage incidents. To blame driver error is a poor response, regardless of whether you believe it to be bad driving, the problem and the risks exists due to the width of road and lack of traffic calming. This narrow stretch of road would not only benefit from pedestrian crossing points but also a series of Give Ways and a speed camera in addition to any other measures you have been considering. Please could you clarify the date when the interim measures will be installed rather than stating it is going through quality assurance, and explain why the safety of residents in Crews Hole are being put at risk by Bristol City Council failing to implement the permanent safety measures. In your response please could you expand on what the pedestrian crossing improvements will be at Riverside Chapel and the informal parking layby as it was previously agreed a pop-up pedestrian crossing would be installed and not just dropped pavements.

Question two title: East Bristol Liveable Neighbourhood - Traffic Monitoring on Crews Hole Road

Question two: The data on vehicle use, cycling and walking is being collected through traffic monitoring throughout the area that will help to inform you of any permanent proposals on Crews Hole Road. There is no air pollution monitoring on Crews Hole Road and you have confirmed air quality can be inferred from traffic levels. The traffic monitoring map details a monitor at the top of Troopers Hill Road and another located at the top of Blackswarth Road/Netham Road. Please can you explain how you are

monitoring traffic on Crews Hole Road when there are no monitors along the entirety of the road?

Question three title: East Bristol Liveable Neighbourhood - Free Bus Tickets & Bus Gate Passes

Question three: The aim of the EBLN is to encourage walking, cycling, scooting and the use of buses. By offering incentives such as free bus tickets and expanding bus gate applications to workers on low incomes this would indicate you do not wish to encourage people to use public transport. It also suggests it would cost more to travel by public transport or use your vehicle without a bus gate pass, when driving in the EBLN. Therefore, why is the bus gate exemption not being offered to all residents within the EBLN, or those of 60 years of age (other areas of the country allow over 60's to travel for free on public transport)? How is the authority going to ensure bus tickets and bus gate passes will not be used fraudulently i.e. bus tickets being given away or sold on at a reduced price or that low income families work as the website information lacks clarity? How many bus gate exemptions can a low



income working family apply for as there does not appear to be any set criteria whilst blue badge holders are only permitted one per household.

Response

Thank you for your questions.

- 1 - As explained during earlier rounds of engagement, it would not be feasible to trial most changes to Crews Hole Road. However, we are bringing forward some traffic calming measures and pedestrian crossing at specific pinchpoints on the road, in order to address issues raised by the local community during engagement; and it is hoped that those measures will be installed as part of the current trial scheme implementation programme.
- 2 - Traffic on Crews Hole Road will be picked up at the sensor on the junction with Blackswarth Road
- 3 -
 - i. The bus tickets aim to allow people to try their local services, including the upcoming 16 route to Temple Meads and the city centre
 - ii. As mentioned, the aim of the scheme is to encourage sustainable travel which is less likely to happen if a bus gate exemption were to be given to all residents.
 - iii. For the enhanced offers for those on low incomes, these require proof of address and vehicle ownership if applicable.
 - iv. 1 number plate exemption per household which covers all 3 bus gates in the scheme area, this is the best way we can think of supporting BBH without allowing very high levels of fraud given the BBH is for the person not the car.



PUBLIC FORUM PQ07

**Question to the Chair of the Transport & Connectivity Committee, Plowden From Satwant Phull
Subject: Glebe Road Planters**

Question one title: Why haven't planters on Glebe Rd and The Avenue been removed? Question one:
Why haven't planters on Glebe Rd and The Avenue been removed?

Context - On 03 Mar 2025, construction teams had to remove the planters on Glebe Road due to a huge concrete truck not being able access Glebe Road via Beaconsfield Road. The council have consistently given statements to EBLN residents such as "“The scheme has been designed by our engineers and gone through various levels of quality assurance to ensure large vehicles will still be able to access the whole area and track around corners”". This is clearly not true based on video evidence captured here: <https://youtu.be/mdQNcxzfSLw>

Question two title: Where did the money come from for equipment facing the Glebe Road Planters?

Question two: Less than 24 hours after construction teams had to remove the planters on Glebe Road due to a huge concrete truck not being able access Glebe Road via Beaconsfield Road, 2 vans turned up from centregreat.co.uk to install what appeared to be cameras facing the planters on Glebe Road. The council is supposedly facing huge budget issues, where did the money come from to pay for 2 vans to turn up to install this equipment?

Response

Thank you for your questions.

The scheme has indeed been designed by our engineers and that designs have indeed been subject to quality assurance processes to ensure all properties can still be accessed by motorized traffic .. The planters in question were never intended to allow vehicular traffic though via the A420 Church Road and should not have been moved without council approval.

Projects such as EBLN are funded by way of grants from central government (in this case, the City Region Sustainable Transport Settlement).



PUBLIC FORUM PQ08

**Question to the Chair of the Transport & Connectivity Committee, Plowden From Melissa Topping
Subject: East Bristol Liveable Neighbourhood**

Question one title: EBLN claims of engagement since January 2022

Question one: With regards to stating, "we've been consulting on ebln since January 22" With evidence now available that all engagements held no transparency with regards to what was being planned, other than safer cleaner streets, With no cabinet member meetings taking place between April 22 and April 23 and no minutes recorded for cabinet member meetings from 16th June 23 to December 23 inclusive, along with evidence from early meetings showing actions to be carried out not having being followed up, will you now admit you can't possibly know the actions listed were completed and engagements fully transparent please.

Question two title: Disability group engagements

Question two: With WECIL and the non existent Barton hill disabilities group being used as engagements. When these clearly did not take place. Will you now admit to breaching the Equalities Act 2010 by continuing with a scheme that has clearly failed on social many aspects of this act.

Question three title: Will you now call a halt to the EBLN

Question three: Will you now halt the EBLN. Revisiting the consultation process, reengage with stakeholders, design traffic calming members in collaboration with the community, to bring fresh ideas, regarding our streets, to any future planned projects. With possibly a referendum held to implement future projects. Following the majority decision.

Response

Thank you for your questions.

1- Details of past engagement can be found here: <https://www.ask.bristol.gov.uk/project-timeline>. Details of potential measures were engaged on in Stage 2 where local people proposed measures on the map.

2- WECIL are key stakeholders for projects in the city and have been notified throughout the project by email. We are currently commissioning this organization to do accessibility audits throughout the area.

It is not possible to provide personal information about a group of disabled residents without breaching their privacy. A group of residents who requested an opportunity to visit the locations of proposals and talk through the details and the council agreed to do this. A group of residents should not have been described as a constituted group if they were not

3- The council is committed to the delivery of the EBLN trial.



PUBLIC FORUM PQ09

**Question to the Chair of the Transport & Connectivity Committee, Plowden From David Redgewell
Subject: Bus Services**

Question 1

With the new bus services being operated from April 2025 .

In Bristol funded by the Clean air money jointly with the west of England mayoral combined transport Authority mayor Dan Norris.

On the following routes

Service 37 Hartcliffe to Severn Beach via the Portway and Avonmouth.

Service 16 Fishponds, Kingswood, East Bristol , Bristol Temple meads and Bristol city centre.

Service 36 St Anne's park Brislington Hungerford road knowle Hengrove hospital imperial park Hartcliffe Bishopsworth Highridge common.

With some Clean Air zone money left .

And the west of England mayoral combined Authority being allocated

£13. 716.185 with North Somerset council allocated £4.830.390

What progress is being made to improve Nighttime bus services in Bristol and Bus services in East Bristol?

Services 19 Bath spa bus and coach station to weston Kelston Swinford Bitton oidland Common Warmley Kingswood ,Staple Hill, Downend Bromley Heath, Uwe bus and coach station, Bristol Parkway station.

With need it Evening services restored

Beyond Downend to Uwe Bus and coach station and Bristol Parkway station.

For Connection at uwe Bus and coach station for other services and at Bristol parkway with Inter city cross country train Arriva 1sq capital service.

Metro west railway Network operator First group plc Greater Western trains company limited GWR and operator of Regional and inter city train services.

Extra services on 17 keynsham town centre, keynsham Railway station Hanham Kingswood, Staple Hill ,Fishponds,Eastville Ashley Down station and Southmead hospital bus station

Both these city region bus service need improving. With Night bus services.

The west of England mayoral combined transport Authority North Somerset Council and Bristol city council could look at operatoring at Friday and Saturday services.

On Bus routes 1 Broomhill Bristlington,

Arnos vale, Bristol Temple meads station. Bristol city centre Clifton Down station Westbury on Trym Henbury cribs causeway bus and coach station.

Services 2 ,2a cribs causeway bus station Southmead hospital bus station Henleaze, Clifton Down station, Bristol city centre, Broadmead shopping centre Cabot circus Bristol Temple meads station to knowle Hengrove and Stockwood.

Services

3 and 4 Bristol city centre Broadmead Clifton Down station Sea Mills shirehampton Lawrence weston Henbury and cribs causeway bus station .

And and a south Bristol circle route

Bristol city centre to Bedminster Parson street Hartcliffe Hengrove Whitchurch Stockwood, Bristlington ,Bristol Temple meads station, Bristol city centre.

These services could test the market from September 2025 . Which could then be made commercial



Like night buses in North Devon.

Question 2

What progress is being made in Bristol on removals of Graffiti on the Public Transport Network With damage bus shelters like thoses in Bond Street Bristol and centre Bristol?

Derelict building Graffiti covered building and passengers transport infrastructure give a very poor impression of Bristol city Region Especially the Grosvenor hotel at Bristol Temple meads Transport hub.

Many Bus and coach shelter are tagged and damage it would be better to transfer all shelters and bus coach and ferry interchanges to the west of England mayoral combined transport Authority similar to Liverpool City Region mayor Steve Rotherham and Greater Manchester combined Transport Authority mayor Andy Burnham

Question 3

With west of England mayoral combined transport Authority and North Somerset council.

Changing with we Dart

Changing the westlink Demand responsive bus services contractor.

From Aztec medical services cangorm capital services the Ambulance services company's to Thames valley Transport of Slough Berkshire who already operate for the Peterborough and Cambridgeshire mayoral combined transport Authority mayor .

This Ambulance company failed to operate many journeys leaving passengers unable to travel from main bus stops railway stations or Southmead hospital bus station and South Bristol Hospital.

This the main services of public Transport in part of Keynsham Bristlington Whitchurch Hengrove Knowle Totterdown windmill Hill area link to Bus services and railway station And in North Bristol link to Bus and Train station at Uwe Bus and coach station/ Southmead hospital bus station, Filton Abbey wood Bristol Parkway station.

What monitoring is West of England mayoral combined transport Authority Bristol city council with Banes and South Gloucestershire county council doing to monitor this service?

Some which will be operated by Taxi's services from April 2025 and plan for a replacement service in April 2026 when the Department for transport funding stops

Response

Thank you for your questions

1. The supported services task and finish group established to oversee the funding of bus services has resumed to deliver the next phase of its work, with a view to new or enhanced bus services being operative from September 2025. The provision of services to support the night-time economy is already part of the consideration for the funding, alongside other priorities.

2. We continue to work closely with Clear Channel to maintain and clean our bus shelters and bus stop infrastructure. We have a strong contract in place with Service Level Agreements (SLAs) to remove graffiti when it occurs. Currently the SLA requires a one working day response to graffiti, with an enhanced 4-hour response time to any offensive graffiti. In practice, the response times are much



quicker than this. These responses are in effect 24/7. We also have our on-site inspector resources which respond to graffiti, damage and other issues.

There are no active proposals to transfer bus, coach and other public transport infrastructure such as shelters from Bristol City Council to the Combined Authority.

3. The management of the WESTlink contract is undertaken by the West of England Combined Authority. They monitor the performance of their contractors providing the service, and the service overall, and report headline performance figures to BCC. We are working with WECA to improve the dashboards available to the constituent authorities



PUBLIC FORUM PQ10

**Question to the Chair of the Transport & Connectivity Committee, Plowden From Matt Sanders
Subject: Bus Gates**

On Thursday February 6th, I won a significant appeal at the Traffic Penalty Tribunal, as Adjudicator Robinson confirmed that signage for the Cumberland Road Bus Gate is inadequate for any drivers approaching from the Merchant’s Road swing-bridge, in Cumberland Basin.

His criticisms included: -

- 1) the decision to place the bus gate halfway along Spike Island is the root of all the problems -
- 2) the only option for people who mistakenly drive along Cumberland Road, is to go back the way they came -
- 3) the number of PCNs issued is disproportionate -
- 4) there is no sign in Merchant’s Road, to warn of the bus gate and advise an alternative route -
- 5) instead of blue signs which comply with the TSRGD 2016, the Council has used yellow signs which do not -
- 6) at Avon Crescent, the yellow sign is too complicated, presented with several other signs, meaningless to anybody who does not know the location of Cumberland Road, and fails to advise a different route -
- 7) the failure of this sign places more importance on the adequacy of subsequent signs -
- 8) in Avon Crescent, a blue sign is badly located -
- 9) in Cumberland Road, another blue sign is badly located (obscured by an enormous bush) -
- 10) the next yellow sign is too complicated and too small -
- 11) the two advance direction signs have blue “bus route” symbols which are too small -
- 12) there should be painted arrows and words on the tarmac, to direct drivers into the side roads -
- 13) broken white lines should guide drivers into the final side road -
- 14) this is vital, as the Bus Gate is 20 metres after the final junction -
- 15) there should be signs at the final junctions, to guide drivers into those side roads -
- 16) The “BUS GATE” painted letters are at the END of the red tarmac zone -
- 17) Improving the final junction is vital to the enforcement of the bus gate.

On February 6th, I sent this Decision document to all members of the Transport Committee. And of course the Transport and Highways officers will have received it directly from the Tribunal. I have waited four weeks, before going public, in order to give the Committee and Officers time to consider their response.

QUESTION 1:

Following this notification of the adjudicator’s many criticisms of the Cumberland Road Bus Gate, please tell us which members of the Transport Committee have raised this matter with officers, and inform us of any developments and decisions.

QUESTION 2:



As the same designers are responsible for the new Bus Gates in the EBLN, and proposed Bus Gates at Bedminster Roundabout, Redcliff Hill, and Park Street, has this Tribunal decision inspired them to re-examine those designs?

QUESTION 3:

Please tell us how many PCNs were issued at the Cumberland Road Bus Gate, on each day in January 2024.

Response Question 1:

Thanks for your questions and your ongoing interest. We noted your absence at the last committee meeting

The Chair of the Transport & Connectivity Committee contacted officers and indicated that other members of the committee had contacted him.

In response, officers have reassured Committee members that the decision related to a single case, that there are many opposing Tribunal decisions looking at the exact same issues and that, arguably, the reason this case was lost is because the Adjudicator was not made aware of the full facts. This was, in part, because Mr Sanders submitted his arguments to the Tribunal very late and officers did not have time to respond.

Subsequent cases, in which Mr Sanders relied on similar arguments and to which the Council responded in full, were found in favour of the Council.

Question 2:

The Council’s City Transport team are responsible for the delivery of all these schemes with support from the Council’s Engineering Design team. Officers will work on multiple schemes during their development so it is likely that those who worked on Cumberland Road will also work on the new schemes. Regardless of the make-up of the project / design team, all schemes go through a multi-stage, multi-disciplinary Quality Assurance (QA) process and we have recently reviewed this to ensure that the Parking Team who do the resulting enforcement are now actively part of the QA process.

The Tribunal decision is one of many. As Mr Sanders is aware, most of the Tribunal decisions, including two more recent than the one quoted above, are in the Council’s favour and affirm the adequacy of the bus gate signage. There is therefore no need for any designs to be re-examined because of a single Tribunal decision.

Question 3:

The following table shows a daily breakdown of the PCNs issued in January 2024 as requested. We have also included data for January 2025 for comparison purposes.

January	2024	2025
1st	N/A	26
2nd	221	38
3rd	244	40
4th	329	49
5th	333	34
6th	406	28



7th	380	42
8th	314	40
9th	332	35
10th	336	26
11th	337	71
12th	362	47
13th	522	41
14th	437	37
15th	277	56
16th	402	35
17th	359	63
18th	379	62
19th	395	30
20th	608	35
21st	424	47
22nd	303	24
23rd	356	30
24th	364	49
25th	403	53
26th	505	33
27th	717	35
28th	546	44
29th	314	46
30th	344	62
31st	401	57
Total	11,650	1,315



PUBLIC FORUM PQ11

**Question to the Chair of the Environment & Sustainability Committee, Fodor From Stuart Phelps
Subject: Air Quality**

Question one title: Comprehensive Air Quality Network

Question one: Will the Council work with RADE [Residents Against Dirty Energy], Universities, and others to develop a dynamic Air Quality Network for the city that integrates all available sensors under the British Standard PAS 4023?

Question two title: STEM work with Young Citizens

Question two: Will the Council encourage STEM work around Air Quality with existing networks linking Young Citizens, after-school groups, and Higher Education, in Easton and Lawrence Hill, with a view to extending it across the city?

Question three title: Environment Agency "Air Quality, Inequality Working Party"

Question three: Will the Environment and Sustainability Committee make time to consider the work of the Environment Agencies "Air Quality, Inequality Working Party"?

Response

Thank you for your questions.

The city council is developing a Clean Air Strategy and Action Plan to build on the improvement in air quality made by the clear air zone. Through this process we will consider the issues which you raise, namely, the inequitable impact air pollution has on people, how we use monitoring data from monitors operated by other groups and citizens and how we engage with people in the city on the topic.

Our current priority is to develop a strategy and action plan whilst continuing to implement measures that evidence has shown can be beneficial to air pollution levels, such as the East Bristol Liveable Neighbourhood trial scheme and the introduction of electric buses.

To answer your specific questions:

1. I have asked officers to meet with RADE to consider your suggestion on integrating data from other people's sensors. However, I cannot, at this stage, commit to incorporating data from those sensors without further investigation of the likely benefits and costs.
2. As part of the strategy development, we will consider your suggestion on STEM but again cannot commit to undertaking those actions at this point without further investigation.
3. Thank you for raising this matter with us and for pointing out the report from the joint "Air Quality Inequalities Project" published in January which I will share with the Environment and Sustainability Committee and ask that officers consider it in the development of the strategy.



PUBLIC FORUM PQ12

**Question to the Chair of the Transport & Connectivity Committee, Plowden From June Brennan
Subject: East Bristol Liveable Neighbourhood**

Were any traffic studies done in the surrounding area before implementation of the scheme?

Response

Thank you for your question.

Several studies including traffic, walking and cycling, air quality and bus journey times were completed to inform the design and engagement of the EBLN scheme , and to enable comparison with the same measures after 6 months of the trial. These are available online at www.bristol.gov.uk/eastbristolliveableneighbourhood



PUBLIC FORUM PQ13

**Question to the Chair of the Transport & Connectivity Committee, Plowden From Megs Smith
Subject: South Bristol Liveable Neighbourhood**

Question one title: South Bristol Liveable Neighbourhood

Question one: When can we expect to see the Engagement Report publication that was due out in early 2025?

Question two title: Feedback from East Bristol Liveable Neighbourhood

Question two: Will the events happening regarding the trial in East Bristol Liveable Neighbourhood have any effect on what's being planned for the south, and eventually the north and west liveable neighbourhoods too?

Response

Thank you for your questions

- 1- The draft report has been completed and undergoing final review before publication by week commencing 24 March 2025.

- 2- Valuable lessons are being learned from East Bristol Liveable Neighbourhood trial and these are informing our approach to communicating the vision, objectives, challenges, risks, and benefits of South Bristol Liveable Neighbourhoods to stakeholders. Working with ward councillors from Bedminster, Southville and Windmill Hill, we are carrying out extensive engagement and communication activities to ensure stakeholder participation and contributions to the emerging proposals.

- 3- Similarly learning from both EBLN and SBLN will inform the development of any future schemes should these be taken forwards. No further specific schemes are being developed at this point in time, but the Movement Plan that is on the Transport and Connectivity Committee's Forward Plan will help to define the boundaries of potential further such schemes.



PUBLIC FORUM PQ14

**Question to the Chair of the Transport & Connectivity Committee, Plowden From Elizabeth Staples
Subject: East Bristol Liveable Neighbourhood**

Question one title: EBLN

Question one: I want to ask why we need Parklets like I'm Beaufort road when we have some great parks near the EBLN, we have St George park, Netham, troopers hill and meadowvale to name a few. We have other green spaces such as plumbers hill. We have magpie bottom and troopers hill in fact on line I habd found a 2 page long list of all the green spaces that the community can access for their health and well-being. We need to teach our children road safety and with Beaufort road currently like a car park with bikes zooming out is this a place we want to encourage play. The answer in 'no' we want kids to be safe when going out with parents/ grand parents on school outings teaching them crossing the road safely and the parks are set up as spaces they can climb, run and play. I am also interested to hear that Weca have funded 1m in investing in green spaces why do we need 6million for plant pots and riad closures !!???

Question two title: EBLN

Question two: How are you monitoring the wellbeing of residents in the EBLN it's causing an awful lot if stress, longer journey times and fumes pouring out by schools and on the boundary roads ? I would like to hear from BCC / EBLN / councillors on this aspect ? These issues are being raised by thousands so there are many impacted

Response

Thank you for your questions

1- Community surveys carried out at the beginning of the design development stage for the project reported that one of the biggest problems identified was that streets don't feel safe for walking and cycling or quite often for children going about their daily lives. This scheme delivers safe routes to local greenspaces and other locations. The parklets create space for people to socialise and reduce traffic, and aim to create a more vibrant and welcoming street scene.

2- A perception survey at public consultation stage of the trial after 6 months will gauge the views of residents.



PUBLIC FORUM PQ15

Question to the Chair of the Public Health & Communities Committee, Williams From Merriel Waggoner

Subject: Loss of Sports Hall at Easton Leisure Centre

Given the lack of information, meetings consultation and consideration of equalities impact is the Council prepared to meet with users of the Easton Leisure Centre Sports Hall to discuss revising their plans to deprive numerous community sports and groups of the facilities they need?

Response

There is ongoing contact between the leisure centre, the council and with users groups to support the transition. This will continue over the coming months. The upgrade to Easton Leisure Centre was consulted on as part of the Council's Leisure Facilities Investment Strategy. The refurbishment works will include a dedicated women's only gym, additional studio space, a soft play facility and refurbishment of poolside and reception areas. Court space will be reduced by 7 meters. Works will take place over a period of 8 months. Once reopened the new sports hall space will remain available to use for all existing purposes. Easton Leisure Centre is one of number of facilities which provide opportunities for communities and individuals to be physically active.



PUBLIC FORUM PQ16

**Question to the Chair of the Public Health & Communities Committee, Williams From Azmeena Haq
Subject: Easton Leisure Centre Refurbishment plans**

Who was consulted about this plan and can a further consultation be carried out before starting this work - one which actually involves talking to patrons and members of the Centre?

Response

The leisure facilities investment strategy was subject to the council's public consultation process, which was advertised widely and within the leisure centres themselves. No further consultation will be carried out in advance of the work starting. We are working with court users to ensure they are informed and supported through the period of works.



PUBLIC FORUM PQ17

**Question to the Chair of the Public Health & Communities Committee, Williams From Joanne Brown
Subject: women’s netball in Easton**

The St Paul’s Back to netball team session has been moved twice already. Why are you valuing women’s netball so poorly & why won’t [REDACTED BCC Officer] entertain anything other than plans built from a farcical ‘consultation’ that took place during the pandemic?

Response

This decision was taken by Cabinet in February 2022. The netball courts at Easton Sports Centre will remain available for all existing users following the works. The work will start in April and the new sports hall space is planned to re-open in early December 25. During this period the court at Easton will be out of action. Alternative court space is available during this period at St Paul's Sports Centre. Action is in hand to ensure that any alternative provision is suitable for the group’s purpose. The upgraded facility will enable a broader range of services to be delivered for the local community.



PUBLIC FORUM PQ18**Question to the Chair of the Transport & Connectivity Committee, Plowden From Helen Hughes
Subject: East Bristol Liveable Neighbourhood**

Question one title: EBLN

Question one: In the Council's 'Liveable Neighbourhood Handbook'

(<https://www.bristol.gov.uk/files/documents/5807-liveable-neighbourhoods-handbook/file>) there is a list of policy documents that have relevance to 'Liveable Neighbourhoods'. These include 'Gear Change – A Bold Vision for Cycling and Walking' (<https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england>), a document created under Boris Johnson's Conservative government in 2020. In this document it is stated that £2 billion in funding was released for measures that would transform England into 'a great walking and cycling nation'. 'The new cycling budget is the largest sum ever committed to active travel in this country', in order to 'put cycling at the heart of transport policy', 'the great majority of which will be channelled through local authorities'. But the funding is only for schemes that meet 'the new standards', which includes making 'cycle, bus and walking corridors' and 'closing a limited number of main roads to through traffic except for buses and access.' Further, 'funding will be conditional on work starting and finishing by specified dates' - or funds may have to be returned, and 'Active Travel England's assessment of an authority's performance on active travel will influence the funding it receives for other forms of transport'. Can the Chair of the Transport and Connectivity Committee please confirm that funding for improving public transport infrastructure is therefore dependent on the Council first implementing 'Liveable Neighbourhoods', amongst other transport policies designed to force people out of cars and onto bikes?

Question two title: EBLN

Question two: Following on from the above can the Chair also confirm that the 'Liveable Neighbourhood' schemes are driven by central funding and the stipulations for its use, rather than by the actual day-to-day needs of residents, leading the Council to persist in ignoring the thousands of complaints and concerns being raised by local residents of East Bristol – i.e. that it is more important to conform to the diktats of funders than to listen to the people it is allegedly there to serve?

Question three title: EBLN

Question three: At the Public Forum during the full council meeting on 10th December 2024, the Chair of the Committee made the statement that 'polarisation' was the buzzword of that year. Is he able to comprehend, and is it okay with him, that it is his and the council's own actions and refusal to listen to residents who do not support the EBLN scheme that is actually causing polarisation in East Bristol at the moment? Many thanks for your time and consideration of these questions.

Response

Question 1: Funding for transport schemes comes from a variety of different sources. The funding for EBLN comes from the City Region Sustainable Transport Settlement, and there were a range of options as to how to invest this funding.

All schemes funded by CRSTS must comply with government related transport policy, and LTN 1/20 is a part of that. This is reasonable and appropriate. Government sets national policy and authorities like Bristol then deliver schemes in line with that policy environment based on a thorough assessment of



local need. Government provides funding on the basis of a range of factors including need and past performance. There is no specific link between public transport funding and liveable neighbourhoods and no requirement to deliver liveable neighbourhoods.

Bristol is a city with limited space, no room for new roads, existing transport pressures, a growing population and a need to decarbonise our transport network.

The transport Strategy for Bristol in 2019 noted that due to the projected growth in housing and jobs planned in Bristol, we need to reduce the percentage of people commuting by car from 53% 43% in 2036 just to maintain traffic at its current level, and congestion cost our City region's economy £300m per year in 2013. Providing more sustainable options for people to travel around is therefore a necessity for the city and liveable neighbourhoods are a key part of our future plans to enable this, while improving the neighbourhoods we all live in.

Question 2: There are no requirements to deliver liveable neighbourhoods with any of our funding pots. The council has chosen to bring forward this scheme based on its wider strategies and policies and sees liveable neighbourhoods as an important intervention in transport terms but also in public health and environmental terms. We have carried out an extensive engagement and consultation process as part of the scheme and while there are people opposed to the proposals there are also many in support. The council must balance the views of residents with local and regional policy objectives while improving the city.

Question 3: I am disappointed that these scheme has been so polarising, and this comment was made in the context of a recognition, and sadness, at seeing how polarising this scheme is proving to be, with very many people in support of it as well against it

