

Transport and Connectivity Policy Committee 20 March 2025 Public Forum - Statements



The following Public Forum statements have been received for the Transport and Connectivity Policy Committee on 20 March 2025:

Please note: The views and information contained within the public statements are those of the individuals concerned and not of the Council.

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Statement 01 – Haydn Gill, Support for Park Street changes and other agenda items

I write this to show my support for the upcoming improvements to Park Street, alongside supporting all agenda items on this packed transport & connectivity committee.

On making Bristol the UK’s most accessible city, there is much work to do, including supporting the ban on pavement parking, which went out to consultation in 2020 and we have yet to see a response from the government.

I would like to highlight an ongoing issue with pavement parking outside 101 Feeder Road, the Skoda garage, where employees and other drivers dump their vehicles on the pavement, making it impossible for wheelchairs and pushchairs to pass on the pavement. A set of double yellow lines with no loading would be a quick and simple fix for this issue, nowhere else on Feeder Road do drivers block the pavement, only outside this car showroom.

On linear parking charges, any simplification of parking charges will be appreciated by drivers, including a small discount for night workers, I applaud the council for stating its intent on making off-street parking cheaper than on-street, as this has benefits on traffic, as drivers don’t drive in circles looking for parking.

On the improvements to the number 2 bus route and Park Street, which I fully support. I find it odd that traders are objecting to over £3m of public money being spent to turn it from a traffic sewer into a shopping destination. I can’t see how allowing through traffic is good for trade. I personally avoid the area as it is currently unpleasant for people walking and cycling. The positive outcomes for Cotham Hill and Princess Victoria Street shows what is possible when shopping isn’t occurring among high levels of traffic. The 30 or so car parking spaces are still there for the 30 or so customers the shops appear to rely on in order to keep trading.

On Temple Way, these improvements are much needed and provides an easier crossing of a very busy road. As a regular user of the crossing from Temple Back East across to Temple Back, I look forward to the wide and safer crossings for the thousands of people each day.

On the minimising of waits for pedestrians crossing roads, I wonder if this was a measure that was blocked by the former Mayor Rees in his 6 years in power, for it is such a simple change. For the cost of a signals engineer, you can transform thousands of walking journeys across the city, and is one step towards making walking in Bristol a pleasant experience.

On the plans for Bedminster Bridges, it is genuinely exciting to see them come to fruition, and that the council has taken onboard positive feedback and made changes for the better. Better for buses, walking, driving and cycling through the area.

This is a balanced agenda, supporting all forms of transport, there are improvements to people walking, either along the road or crossing it. Improvements for drivers, from simpler parking charges and more potholes fixed. Improvements for taxi drivers, who are able to earn enough to comfortably live on. Improvements for buses, with the 30 buses per hour using Park Street provided with faster and more reliable journeys, with the m2 to Long Ashton not needing to wait at countless lights on Bedminster Bridges.

Improvements for cycling, with the Triangle becoming useable for people cycling to/from Clifton, Temple Way becoming more permeable and usable as a cycling corridor, and the Bedminster Bridges finally extending the high-quality cycle infrastructure on Clarence road and Cattle Market road.

Statement 02, Melissa Topping, East Bristol Liveable Neighbourhood

The East Bristol liveable neighbourhood was forced upon our community, At 3am in the morning. With police, security, drones and a helicopter. In an attack on our neighbourhood. That has clearly been voicing serious objections. With needs for real daily lives being completely ignored. Using war like tactics used on a vulnerable community. Many of whom have fled war zones, to our city of sanctuary.

This born from the worst consultation and engagement process in the country. With Engagements taking place in parks outside the scheme, schools, or bike fixing projects. These can clearly be seen on impact assessment and consultation report. With none taking place in Barton hill, Lawrence hill or Redfield with clear plan decisions. With none taking place with local disability/elderly groups or residents. This did not reach the majority of residents or businesses that it would affect until too late.

Minutes recieved from meetings with cabinet members and ebln team show Barton hill as being an issue and to keep details to a minimum here.

Many of the actions requested to be carried out prior to this trial we're not followed. This also meaning no accountability is possible.

Much evidence exists of all these points in FOI requests and on our 3.1k and rising Facebook page, with many issues occurring since November 4th. Support for the scheme being very minimal, from the start, in comparison, as shown on meeting outcomes, petitions, Facebook groups and consultation responses. Shows this has been executed with very little care.

It has failed to address serious concerns or allow reasonable adjustments for anyone, including disabled and elderly, despite these being raised consistently since July 23.

Over 5800 have now signed a petition, requesting a halt for reassessment, due to the lack of transparency surrounding this trial. A huge majority compared to those in support. We have been relentlessly trying to show willing to meet and discuss alternative traffic calming measures. Get reasonable adjustments. But nothing.

Engagements and consultation did not involve the facts. There has been no community involvement in creating this and we feel left out, ignored and like we are being battered into submission. Trapped in a maze. Support networks have been lost. Access routes to doctors minimised, whilst traffic on boundry roads has increased significantly making necessary journeys intolerable. Businesses are already struggling to pick up from covid and now reporting a significant drop in custom. Many voices go unheard and our community is suffering due to this being implemented against the majorities wishes. With NONE of our requests for what we would like being fulfilled. Now with supposedly 6 months without any discussion or changes, is not acceptable given the detrimental impact on those the Equalities Impact Assessment was supposed to protect. Many protected characteristics have been disregarded and are suffering.

It is in breach of the Equalities Act 2010, article 149. You are failing on many points quoted in this section. Firstly,

Public sector equality duty

(1)A public authority must, in the exercise of its functions, have due regard to the need to—

(a)eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

This along with the consistent clear indications of lack of support for scheme should now be taken account of.

Consultation 427 support, 790 objections

Facebook groups. 610 support 3010 against.

Petition, 74 support, 5790 against.

Meetings prior to consultation also recording a massive majority against with very little support for.

As the trial has now been advertised as 'live' since November 4th on signs outside the area hopefully this means we only have just over 1 month left of the 6 months we were told it would be. Although removal should occur with immediate effect given the circumstances.

Thank you for your time today and look forward to a rapid resolve to aid a start to repair our now broken community.

Statement 03, Sam Gunner, East Bristol Liveable Neighbourhood

I would like to thank you for implementing the East Bristol Liveable Neighbourhood. I live just off Beaufort Rd, and the changes implemented there have had a massive positive impact on those of us living in the area.

I have always cycled my children to school, and now doing so feels 100 times safer. The scheme has also enabled us to cycle into town more easily, opening up parts of the city that before would have been very dangerous to get to by bicycle.

We also know many people who previously drove their children to school/nursery, and now happily take them by bike, demonstrating that the scheme really does help reduce car numbers, and allow people to lead healthier lives.

Thank you again,

Statement 04, Lyndsey Melling, East Bristol Liveable Neighbourhood

It's now been nearly five months since Beaufort Road was closed to through traffic, so I thought you'd like an update from a resident on how the EBLN trial is going.

The brilliant things;

- Noise and air pollution are noticeably down

- We see way more people using the road to walk, scoot and cycle, especially kids going to and from school
- We've been able to re-start our play street, which has been brilliant for bringing neighbours together and letting kids get fresh air and exercise
- I've been talking to neighbours I'd never really spoken to before, as it's so much easier to stop and have a conversation in the street. Someone even had a barbeque out front and we brought food round and chatted
- My husband, who is a Painter Decorator, hasn't noticed any significant changes in journey times travelling to and from jobs in his van. I'm sure this isn't everyone's experience, but neither are delays

The thing which isn't so great;

- Parking on the pavement on the cemetery side has got way worse, I assume because people aren't worried about their cars getting hit as the road is quieter. This has been a problem for the bin men where people have parked opposite junctions, making it hard for them to turn out. It's also made it harder for people to use the pavement, especially people with prams, and reduces visibility. I don't think this is a problem that can wait to be fixed after the trial, as it's really causing issues and reducing some of the benefits of the scheme.

I understand we still don't know when the time to feedback about how the trial is going will be, due to delays in getting it fully installed. I hope then this feedback is useful, and I look forward to being able to contribute to the next consultation when it opens.

Statement 05, Susan Hughes, East Bristol un/liveable neighbourhood

I am writing to say I absolutely am against the disgusting and discriminatory East Bristol un/liveable neighbourhood.

This has been implemented without a proper consultation. The council have lied about sending letters out. They have lied about consulting disability groups. The two they claimed to have discussed it with, the first doesn't even exist and the second had never spoken to them.

Many people without internet or email knew nothing about this. I only received one letter well after the so called consultation ended.

This so called 'trial' has already been proven to be a failure and causing immense harm to thousands of people. Traffic and pollution have massively increased.

This is preventing access for disabled residents. Causing us to need to make massive detours causing vast increases in pain, fatigue and stress to the point we feel we have had our independence stolen. One resident can no longer access their own home in their disability vehicle. This is absolutely disgusting and unacceptable in every way.

The council and etm have now turned up at 3am in the morning bullying and intimidating their way through residents several of which with disabilities. They assaulted myself by physically restraining me

through my mobility scooter, preventing me from moving back away from these big burly men, and damaged my mobility scooter motor in the process. All Whilst completely ignoring the very basics of health and safety suspending a planter above my head!

How much of our taxpayers money was used for the 60 officers on unsociable hours pay to bully and threaten local residents to protect a bunch of planters?

It's not uncommon for these narrow side streets to be blocked by vehicles and unable to fit anything larger than a car down. How on earth are emergency services meant to fit? There were several cars burnt out a few years ago on my road. Had the fire brigade not been able to tackle this from both ends from Victoria Avenue, myself and many others would have lost our vehicles and possibly our lives. It is only a matter of time before someone dies due to these road blocks from the delays in emergency services accessing those in need.

I implore you to do the right thing here and abide by the equalities act, the council have currently completely ignored.

Please if you have a shred of integrity, immediately reopen these roads. If you do not do so you will have blood on your hands.

Statement 06, Barnaby Harris, Support of the EBLN scheme

As a long-time resident of St George I am writing to express my continued support of the EBLN scheme. The scheme has been transformative for our area, winning near universal support from local residents.

Our streets are now safer for pedestrians, cyclists and motorists and congestion is beginning to ease, after an initial period of increase. The EBLN changes make for a greener, safer and cleaner Bristol and represent a move away from designing cities solely for the benefit of motorists.

On a personal note, the EBLN has made a huge difference to us as a family, as our youngest child is autistic and can struggle to walk on the pavements of busy roads without becoming dysregulated. The scheme has drastically reduced traffic on our road and those surrounding it, gifting him independence to walk to the park, to school and to visit friends. These simple activities are seemingly taken for granted by a vocal minority of anti-EBLN campaigners who seek only to maximise their right to drive cars and vehicles wherever and whenever they please.

I urge to council to be steadfast in their support of the scheme both for the benefit of local residents, Bristol as a whole, and the wider natural environment.

Statement 07, Jack Rushton, East Bristol Liveable Neighbourhood

I live in Mildred street and I am really happy we have finally installed the scheme in my area. The number of trade vans speeding down the one way road has dropped dramatically, it feels so much safer now. As a cyclist and a driver I am very much in favour of keeping this scheme.

Statement 08, Roger Gimson (Bristol Walking Alliance), Pedestrian priority at stand-alone push button crossings in Bristol

Bristol Walking Alliance welcomes the proposal for 'Pedestrian priority at stand-alone push button crossings in Bristol'.

We fully support the plan to adjust the timing of standalone signal-controlled pedestrian crossings so that in most cases the signals will change immediately that a pedestrian presses the crossing request button. If the crossing has recently been used, a new crossing request will normally take at most 30 seconds delay before the signals change.

This change, whilst small, would indicate that the Council aims to achieve a better balance of transport modes, and values the pedestrian, and walking/wheeling as the most frequently used means of travel.

As we said in our '50 Ways to Better Walking', to increase the proportion of journeys made on foot, pedestrian routes need to be direct, easy to follow and with no unnecessary interruptions. We thank the Council for contributing to this goal.

Statement 09, Kate True, East Bristol Liveable Neighbourhood

To Whom It may concern, as a homeowners in Victoria Avenue for the past 14 years, I would like to thank you for implementing the EBLN scheme and in the long term I think it will bring significant positive changes to the area

Statement 10, Tom Herrod, East Bristol Liveable Neighbourhood

I live in the BS5 area of St George, Bristol.

I've seen the EBLN come in and have had my reservations. It's now very clear to me, it's not going to succeed and I'd ask for it to be stopped for these reasons.

1. The scheme is in place to make the area more liveable? The only area this exists in my area is on Beaufort road. No where else and it's much worse.

2. There are no other ways for cars to get in from surrounding areas, this has caused a huge increase in traffic down Church road, Sunmerhill road, clouds hill and crews hole road.
3. This increase in traffic is concentrating pollution to these main areas
4. The streets in the scheme that have been cut off have meant it's very difficult for vehicles to get access, even more so for emergency vehicles, rubbish collectors and works vehicles.

For a scheme meant to make an area livable, it appears it only support those who do not use cars, work from home or live on Beaufort road.

For the rest of us, it's far worse. We cannot use buses as they don't lead to where we need, often full and there is no other means to get anywhere.

Please take my view to cancel this scheme.

Statement 11, Rob Williams, support for the EBLN scheme

I would like to voice my support for the EBLN scheme. In the few days of the traffic reduction measures being installed on Victoria Avenue, we have seen a real change already. The volume of traffic has decreased considerably, making the street quieter, and far more resident friendly. People are walking in the street, there are far less commercial vehicles using the street as a rat run and there has been a notable decrease in anti-social 'boy-racer' type driving in the evenings/ night.

I know that the scheme has not been fully implemented yet, but I am struggling to see any negative impacts.

Statement 12, Nazim Nathoo, East Bristol Liveable Neighbourhood

We have been living in Mildred St for the past 40 years or so. We have seen the amount of traffic increase over this time. Traffic included cars, vans and lorries, using the street as a rat run to Lawrence Hill. Such vehicles have been driven at speed in the street. Our house has been hit twice by speeding vehicles and our car has also been hit twice. We have complained to the highways commission and Bristol City Council, but no action has been taken until the above scheme was implemented. Since then, we have noted a considerable drop in the level of traffic, and noise level. When the bus gate is fully operational, it will discourage drivers who do not live in our street from taking up parking space used by residents and parking on the pavement.

We are therefore in favour of the above scheme to continue

Statement 13, Katy Crowne, East Bristol Liveable Neighbourhood Scheme

Please could my below statement of support below be considered by the committee.

I am in favour of the East Bristol Liveable Neighbourhood scheme. Making traffic one way on Avonvale road will greatly reduce the number of vans and trucks that go through in the night and early morning, which disturbs residents. It will also slow down traffic on Avonvale road which is important as cars fly up it causing damage and risk. Considering there is a school and a playground this should be a priority for the local community.

Yes, it is convenient to cut through where the bus gates are. But the alternative routes are not anywhere near as inconvenient as they are being made out. I have been adhering to the scheme and going up to church road to get to work instead of the other direction and it has not changed my commute time.

I trust that the council have worked out the best way forward. I'd hope that if there was an unforeseen negative impact on those protesting that they would be heard and the issue dealt with. However, we can't avoid progress for the sake of a handful of people who are assuming the worst and shouting the loudest.

I believe the EBLN scheme will be a positive impact on the community and hope that it goes ahead.

Statement 14, Tim Northover, East Bristol Liveable Neighbourhood

I live in Barton Hill and me and my neighbours are delighted that the East Bristol Liveable Neighbourhood scheme has taken a big step towards full implementation.

It is clear that there has been vocal opposition from a handful of residents and the 'Keep Bristol Moving' protest tourists, but it is important to have perspective as this represents a tiny minority.

There are a number of very real and serious issues with traffic in the area which have progressively gotten worse.

Examples include problematic traffic 'hotspots' particularly in Barton Hill which suffer from unsafe and dangerous driving, which is a hazard not only for pedestrians, but motorists too.

Local Health Services keep reporting that increasing numbers of young people are developing respiratory problems as a result of being exposed to high levels of exhaust fumes (despite there being below average levels of car ownership among people who live here) from the sheer number of vehicles who regularly use the area as a rat-run.

These are real issues that have a detrimental impact on the lives of local residents which must be addressed.

The East Bristol Liveable Neighbourhood scheme is so important and is key to addressing these issues.

There are so many people here that cannot wait for the full implementation of the scheme and are happy to slightly adjust their travel routes and behaviours (including myself).

The area is already beginning to feel safer, cleaner and have a calmer atmosphere.

Statement 15, Sabrina Salter, East Bristol Liveable Neighbourhood

I am writing to express my wholehearted support for the East Bristol Liveable Neighbourhood.

I live around Beaufort Road and I have noticed a marked improvement in the safety of our neighbourhood and sense of community connection since the installation of the EBLN in late-2024.

First, I cycle my daughter to nursery in Kingswood daily and have noticed that I feel remarkably safer when we are within the EBLN than when we are outside its limits. The dramatic reduction in cars trying to use Beaufort Road as a cut-through to the Feeder means I am no longer fighting my way through impatient, gridlocked traffic. Cars within the EBLN drive slower and are more observant of other road users. I also noticed an increase of other cyclists, which means you don't feel as isolated cycling on the road.

Second, the community is starting to get outside, together, more. I love seeing the parents walking, biking and scooting their children to nursery or school in the morning. I also loved seeing how the community is using the space we've gained. This weekend children chalked a 75-square hopscotch on the road outside Redfield Education Together. My daughter had a blast using it when we passed by afterwards.

There are many more improvements the EBLN could bring to our community if we give it time to properly bed-in, including improved air quality and health and fitness. With that in mind, I implore the Committee to maintain its commitment to the EBLN.

Thank you for your continued support.

Statement 16, Nazlin Nathoo, East Bristol Liveable Neighbourhood

We leave on Mildred and are very happy the traffic is much less and quieter.

We are happy with the new scheme and would wish it to stay as it makes our houses safer as there is less movement.

Statement 17, Simone Davis, EBLN trial

I live on Mildred Street, in Barton Hill. And I voted for the EBLN trial.

Nobody likes change. However, we all need to be encouraged to change our habits when it comes to driving.

This is a long term commitment. We know that other trials elsewhere show over time that it will improve pollution and safety.

Quieter streets are safe streets. More cyclists and walking is better for EVERYBODY.

And for those who can't cycle or walk, they can still use their cars and access everywhere they need to go. I believe in this trial. Let's give it a chance.

Statement 18, Ben Kerr Winter, East Bristol Liveable Neighbourhood

I live with my young family in Redfield. We were pleasantly surprised to wake up last week and see new planters installed around Redfield. They look wonderful with the flowers starting to bloom.

Like many of our neighbours we had been hugely frustrated that the trial measures had been so difficult to install. We have seen too many vehicles driving on our local streets, many of them driving carelessly and too fast. This scheme has the potential to make our neighbourhood so much safer and so much nicer to live in.

I want my children to be able to cycle and scoot around the neighbourhood. It's fun for them, good exercise and sets them up for using a bicycle for transport when they are older. This scheme can make the streets quieter and safer for them and for all of us.

We drive a car and some of our journeys will take longer - we accept this. Already we are using our car less. The EBLN will make it easier for us to use other modes of transport.

There is huge support for the scheme locally. I hear people say that all the residents are opposed to it, but this is not the case. Talking to parents at the school gates I meet many more people in favour than against.

I hope you can move forward with installing the final elements of the scheme as soon as possible. Without the bus gates operating as intended it unfortunately has the effect of funneling more cars along Avonvale Road.

Thanks for the work you are doing.

Statement 19, Valentina Aloisi, East Bristol Liveable Neighbourhood

As a resident of Hanover street in Barton Hill, I am writing to express my very strong support for the continued implementation of the East Bristol Liveable Neighbourhood (EBLN).

I have a small child and am delighted at the idea of having safer streets and cleaner air.

I see schools taking children in our streets to practice cycling safety classes and it is wonderful, it would have been unthinkable before the planters were put in place.

I have always been too scared at the idea of being on a bike and sharing the road with cars but I'm starting to reconsider.

Carry on the good work!

Statement 20, Will Chapman, East Bristol Liveable Neighbourhood

I would like to write to express my support of the East Bristol Livable Neighbourhood zone.

I am a parent of a young child and live in Hanover Street, and as such I am wholly supportive of the EBLN.

Though I do drive on a weekly basis, however I usually take the local train to work. The streets have definitely become quieter with through-traffic since the initial measures were put into place. The improvement to air quality can only be a good thing.

The concerns of some residents should be addressed with education and financial support to encourage them to use alternative options. I don't believe that local businesses will be unduly affected by the scheme, and it's clear that allowing disabled drivers and ambulances through bus gates is sufficient to allow those with the greatest need the access that they require.

Statement 21, Adam Corner, Installation of the EBLN trial

I would like to thank Bristol City Council for completing the installation of the EBLN trial. It has made our family's regular bike journeys to school, sports clubs, and swimming lessons safer because cars and vans are no longer able to speed illegally down Beaufort Rd, including often on the pavement which was incredibly dangerous.

The newly announced bus route, exemptions for certain vehicles, and public transport vouchers are all positive steps in helping reassure people that the changes will overall be positive.

Cars lining the pavements in ever greater numbers on Beaufort rd and blocking junctions are a cause for concern: they pose a genuine risk to emergency vehicles and this would inevitably be blamed on the EBLN (instead of the sheer number of cars...which are not only the reason the EBLN is needed in the 1st place but now are a risk factor in whether it will succeed because of the illegal parking)

I've noticed way more families cycling and walking to school. I've sadly witnessed some very aggressive and threatening behaviour from motorcyclists and car drivers furious that they can't plough through any available space they can see.

I drive when I need to. I walk, cycle and have been a long term carer for a disabled child with a large van. I wish active travel and disability rights campaigners could find common cause and turn our

energy on cutting short distance single occupancy car journeys which block the roads and the pavements

These EBLN changes are the bare minimum we need to share our finite city space more fairly. Thank you BCC for staying the course with the trial

Statement 22, Dani Adey, East Bristol Liveable Neighbourhood

I want to voice my support for the trial, our daily commute and school run in the morning and evening is so much better, less car fumes, no cars driving up on the pavements, no drivers honking and shouting at each other every morning, room to cycle with my son.

I have noticed many more cycling families and have spoken to elderly neighbours who have been making more trips out to the shops and for walks as there is less traffic to contend with.

I hope the trial becomes permanent.

Statement 23, Nicholas Davies, Comments on agenda items

General

It is really great to see some genuine ambition and something being done about transport in Bristol after 10 years in which, in truth, much has been talked, written, planned, and money spent, but next to nothing done. In particular it's heartening to see some worthwhile cycling proposals. Certainly when, in recent years as many cycle routes have been closed (Concorde, Railpath, Chocolate, Festival), for reasons good and bad, for long or short periods, as opened. And, anecdotally, at least, cycling has become more, not less, challenging, with newcomers to the city as likely to give it up, as take it up; a new phenomenon. Active travel is easy, cheap and quick but you have to build for it.

EBLN

Congratulations to the Committee for their leadership and determination in advancing the installation of the East Bristol Liveable Neighbourhood. It is a shame a small minority of people have resorted to civil disobedience to attempt to thwart that. It is a difficult question, and a matter of individual conscience, when to support such actions. A distinction should be drawn between people acting altruistically and idealistically, where they are not defending any interest or advantage of their own, (XR, Just Stop Oil, Colston 4) and people acting out of self-interest (drivers defending driving). Certainly, defence of the "right" (it is not a right and never has been; it is a privilege) to drive a motor car wherever the law currently allows is an odd cause to defend. Restrictions on the driving of vehicles existed even BEFORE the motor car (see various 19th Century statutes relating to carriages). Where vehicles can, and cannot, be driven, is subject to constant change, according to legal, democratic process. Of course, the anti EBLN protesters have an entirely legitimate point of view; perhaps analogous to oil workers supporting drilling licences. The majority of people opposed to the EBLN voice their opposition through legal means and it is to be hoped that the minority who resort to

civil disobedience will join them. There is a wider societal problem of a lack of alternatives for many, but keeping the status quo makes that worse, not better.

Park Street & Triangle

These are very welcome ambitious proposals. Good for walking, cycling, bus use, public realm and space and local trade and shops. From the cycling perspective two important improvements are required;

- Cyclists travelling downhill on Queens Road need a safe crossing to reach the bus gate at the top of Park Street so they can continue down Park Street. This is absolutely crucial. The designs show only a pedestrian crossing (Pelican?). This needs to be a parallel crossing and may necessitate a short stretch of segregated cycle track at the top of Park St going downhill to enable cyclists to merge, or wait, as buses turn.
- Ideally one would have a segregated cycle route uphill and downhill on Park Street. I believe Sustrans have designs. If that is not possible at least include a segregated track, preferably with a buffer, but it could be wands, on the uphill. Many more cyclists can cope with a light traffic route, but with many large buses, going down a steep hill than going up it. And buses will not be delayed by cyclists ascending at walking pace, negating the benefit of the bus gate. There is space. We would prefer the cycle track to be independent of any loading bays but if it had to share (eg Nelson St); better than no cycle route, loading bays are usually empty.

Bedminster Bridges

Congratulations on proposing opening an arm to buses, bikes and people. I have run out of time to look at the plans and so cannot comment in detail but the roundabout looks, at a glance, well done.

Portway

After so much positivity it's a shame to return to old fashioned negativity but why not try to get the Portway to as near to a continuous 3m shared use footway, as possible, even accepting you need 3.5m traffic and 3m or 3.2m bus lanes? Why was it designed with no access, or crossings, for bikes at junctions? Why is there a long stretch with a sub 3m shared use footway but pointless 4m bus lanes? Why not cut the verge to make room for pedestrians and cyclists? You still have time to change the designs, these are minor tweaks, as you have to go through statutory TRO consultation.

Statement 24, Andrew Watt, Support for the City Council's Liveable Neighbourhoods programme

I am writing to express my utmost support for the City Council's Liveable Neighbourhoods programme, including the one planned for where I live in Bristol.

Liveable Neighbourhoods will create safer streets for all, as well as improve health and wellbeing. They tackle excessive through traffic, speeding, and anti-social driving and therefore enable people to walk, wheel and cycle in their local areas. At the moment, far too many people don't walk, wheel or cycle because it feels unsafe and/or unpleasant to do so.

More people will choose to walk or wheel their short journeys if routes are safe, clean and well-maintained. Daily physical activity can help prevent and manage chronic conditions and diseases, including cancers, heart disease, type 2 diabetes and depression. Attractive places to sit, rest and meet others bring communities together and help to combat loneliness. Fewer vehicles can also improve air quality, supporting those with asthma and other lung conditions.

With a Liveable Neighbourhood everyone can still drive where they need to, access all properties, have deliveries and be accessed by emergency vehicles. In fact it results in less congestion for those who need to drive, and in London emergency vehicle response times have improved. It is sad to see a small minority of people who are completely misinformed, but objecting loudly to the Liveable Neighbourhood based on many misunderstandings and false claims which have been spread by objectors such as Piers Corbyn, and are not even from Bristol.

It was wrong that a small group of protestors held up the East Bristol Liveable neighbourhood trial for so long, and Bristol City Council was completely right to finish installing this overnight. Ultimately this is only a trial, and has followed very extensive engagement with the community.

Statement 25, Jess Francis, East Bristol Liveable Neighbourhood

I am a resident within the East Bristol Liveable neighbourhood. I was really pleased to hear that most of the remaining trial measures were implemented last week, after the delays caused by a small group of protesters. I hope that the necessary action will be taken to implement Marsh Lane measures soon, so the trial can finally start.

I fully support the trial and have already seen the benefits of being able to cycle my two children to school and nursery now almost completely traffic free. It feels so much safer for us and I no longer fear this part of my day. Our car use as a family has decreased since the trial measures were first put in and I now think twice about using the car for any local journeys where an alternative is an option.

I am also very much looking forward to the new bus route to Temple Meads beginning. Getting to the train station has always been a challenge for us, and this will certainly encourage us to take the train more frequently.

Statement 26, Ellie McGovern, Support for the City Council's Liveable Neighbourhoods programme

I am writing to express my strong support for the City Council's Liveable Neighbourhoods programme, including the one planned for where I live in Bristol.

Liveable Neighbourhoods will create safer streets for all, as well as improve health and wellbeing. They tackle excessive through traffic, speeding, and anti-social driving and therefore enable people to walk, wheel and cycle in their local areas. At the moment, many people don't walk, wheel or cycle because it feels unsafe and/or unpleasant to do so.

More people will choose to walk or wheel their short journeys if routes are safe, clean and well-maintained. Daily physical activity can help prevent and manage chronic conditions and diseases,

including cancers, heart disease, type 2 diabetes and depression. Attractive places to sit, rest and meet others bring communities together and help to combat loneliness. Fewer vehicles can also improve air quality, supporting those with asthma and other lung conditions.

With a Liveable Neighbourhood everyone can still drive where they need to, access all properties, have deliveries and be accessed by emergency vehicles. In fact it results in less congestion for those who need to drive, and in London emergency vehicle response times have improved.

It is sad to see a minority of people who are misinformed, but objecting loudly to the Liveable Neighbourhood based on misunderstandings and false claims. Liveable neighbourhoods don't restrict freedoms of the most disadvantaged in society, they improve freedom and quality of life.

It was wrong that a small group of protestors held up the East Bristol Liveable neighbourhood trial for so long, and Bristol City Council was completely right to finish installing this overnight. Thank you to all involved for the perseverance.

Statement 27, Lindsey Garwood, Support of the EBLN scheme

I am writing to you ahead of your meeting on the 20th March to share my support of the EBLN scheme. I live on Victoria Avenue and had been giving up hope that it would ever happen, so I was delighted a lot of the outstanding work on the scheme took place last week - including on my road.

Preparing for the EBLN, I had started changing my habits and I use my vehicle a lot less now. I walk, take buses and trains, and now with the planters in place I feel confident to cycle down my street, which I did not want to do before.

My children both attend Redfield Educate Together Primary School and some of us met up after school on Friday for the children to play at the top of the road (we were of course still looking out for cyclists). We have been discussing having a regular meet up after school, and in our street WhatsApp group we are arranging a street party in the summer. It is wonderful to see the benefits to the community kicking in already.

My eldest child has asthma and the lack of pollution is bound to help him breathe better. The safety for the kids to be able to walk to our neighbours' houses for a play is also a big bonus.

For so long it has been normalised that our cities and streets should be for cars - they have been designed and built upon to fit in all the cars in the most comfortable way. But as a pedestrian it really is not comfortable to live like that! This scheme is a tiny way to redress the out-of-whack submission we have for car culture. I really hope the rest of the scheme gets finished soon, and we can begin the trial in earnest.

Thanks so much for your kind attention to this matter.

Statement 28, Rosemary Long, East Bristol Liveable Neighbourhood

I am broadly in support of the EBLN, as someone who lives within the top of scheme, which was installed first. Beaufort road was a horrible and congested dangerous mess, which had an impact on how I travelled to work. I would previously drive or get public transport, but now I cycle regularly and it has had a positive impact on my mental and physical wellbeing. My road is so much nicer without the congestion and actually feels like a neighborhood. I've had more conversations with my neighbours, and I feel the community has benefited from the connection.

I do have friends who live on chalks road who have commented that now the traffic outside their flat is terrible, with cars piling up, overtaking each other and honking their horns. They have noted that cycling is more dangerous to them now, and commented about how it seemed wrong for me to get £100 bus vouchers now that my street and area is improved when they are experiencing the negative fallout from the scheme, which I am inclined to agree with. I wonder if there could be an extension to the incentives to do surrounding area also?

They do recognise that it may take some time for traffic to calm down as a whole, and that this will be a 6 month trial once fully implemented

Statement 29, Stuart Phelps, Misused funds allocated for the East Bristol Livable Neighbourhood

I am writing to express deep concern that Bristol City Council has misused funds allocated for the East Bristol Livable Neighbourhood, imposing the scheme in a manner that discriminates against individuals with protected characteristics.

Specific Concerns:

- 1. Consultation Irregularities:** The council claimed to have consulted with non-existent groups, such as the Barton Hill Disability Group, and failed to contact established organizations like WECIL, undermining the legitimacy of the consultation process.
- 2. Failure to Make Reasonable Adjustments:** Disabled residents have been denied reasonable adjustments to access their homes, violating the Equality Act 2010 (Section 149).
- 3. Cultural Insensitivity:** Installations were carried out at 3:30 am during Ramadan, with a significant police presence in an area with a sizeable Muslim population, showing disregard for religious and cultural sensitivities.
- 4. Lack of Engagement:** The council has refused meaningful discussions about adjudications to the scheme, ignoring residents' concerns.
- 5. Councillor Non-Response:** Councillors in affected wards have neglected to address concerns for months.
- 6. Impact on Local Businesses:** The council has declined to support local businesses during the trial period.
- 7. Refusal of Monitoring Assistance:** Offers to install comprehensive air quality and traffic monitoring systems under PAS 4023 were rejected.

These actions demonstrate a misuse of funds and a failure to comply with equality duties.

Following the discussion of the Council's Actions at the meeting of the West of England Combined Authority and the intervention of the Mayor, I urge the Committee to review its practices and enter into meaningful dialogue to make the scheme meaningful and inclusive to all Citizens.

This dialogue with Citizens should include the West of England Combined Authority and the Police and Crime Commissioner.

Statement 30, Siohhan Wright, Supporter of the EBLN

I am a supporter of the EBLN, as a resident of Beaufort Rd, it has made my road a safer environment to travel along. Before the scheme was introduced the road was dangerous, with angry motorists regularly mounting the pavement, making it dangerous to walk along. Now the road is a far happier place with children walking or cycling to school.

My son attends St Patrick's school, where reception of the scheme has been mixed. In talking to parents at the school I have found that the more local parents are supportive of the scheme and they are enjoying the active travel they are now adopting by walking or cycling to school and the wider benefits it presents such as exercise and better conversations with their children. It is the parents that travel from further-afield and depend on Beaufort rd as a rat-run that are not as supportive. However, now that the initial travel displacement has calmed down and they have altered their travel times, sentiment is improving.

I have 2 teenage daughters and a husband who has to drive for work as he is a gas engineer and all are enjoying the benefits of the scheme and the safer, happier road they now live on.

I travel into Clifton to work once a week and found that following the initial displacement of traffic, it is now at its pre-scheme levels.

I have a car, but do not use it as much as I did, before the introduction of the scheme. I am happy with this and welcome the encouragement to use active travel or public transport. I use the train between Lawrence Hill and Clifton regularly and think this a highly efficient, cost-effective form of public transport that is often forgotten.

I support the scheme and all the positives it has given.

Statement 31, Nicola Stone-McDonald, Strong support for the continued implementation of the East Bristol Liveable Neighbourhood (EBLN)

As a resident of St George, I am writing to express my strong support for the continued implementation of the East Bristol Liveable Neighbourhood (EBLN).

This trial is already showing promise in addressing key issues faced by our community, such as:

Reducing traffic and pollution-

This has already shown a huge improvement on my street as there are no longer any cars using it as a cut through. By prioritising walking and cycling, the trial is helping to create healthier streets for residents, particularly children and the elderly. I personally have already reduced my car usage and walk more locally.

Quieter and safer roads-

The roads are quieter and I am not woken early on weekends by the traffic noise and it has made our neighbourhoods safer for everyone. Speeding cars are no-longer a threat. There has been no incidents of road rage on our street corners.

The care-home on our street has mentioned it feels safer now for residents when walking in the neighbourhood

Evidence from other cities shows that Liveable Neighbourhoods lead to long-term benefits, including reduced traffic overall and improved air quality. These outcomes align with Bristol's climate goals and the well-being of all its residents.

I urge the council to maintain its commitment to the EBLN and allow sufficient time for the trial to demonstrate its potential.

Please continue to engage with residents to ensure the scheme evolves to meet local needs while keeping its core objectives intact.

Please amend changes quickly such as the light sequence at the Fire Engine traffic lights with entry to Church Road from Blackswarth Road junction.

Thank you for supporting a greener, safer, and more connected East Bristol.

Statement 32, Ian Pond (Bristol Cycling Campaign), Treating paths & cycle lanes with same care as the carriageway & removal of physical barriers

Treating paths & cycle lanes with same care as the carriageway

Motion Point 3 stated: 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

Officer response to Policy Committee: *"The council highways team will reiterate to works promoters the importance of applying the legal statutory Guidance and Codes of Practice to all road users with the particular attention being applied to vulnerable users."*

Statement

Bristol Cycling are very happy to read motion point 3 and that the council will through its Highways team reiterate to contractors the council's expectation that pavements and cycle lanes are treated with the same care and attention as the carriageway. We would ask that the policy committee also require the Highways team to revisit and update its guidance to contractors & developers to reflect national best practice (ie TfL see <https://tfl.gov.uk/info-for/suppliers-and-contractors/traffic-management>) and the points raised by our paper on this matter (See https://bristolcycling.org.uk/wp-content/uploads/2025/03/BCyC_Cycle-and-AT-Route-Diversion-

[Improvements-1.pdf](#)).

Also to finally take action to urgently reopen the Concorde Way at Lockleaze now shut for almost 5 years by Legal & General and to ensure that the Festival Way at Clanage Road reopens no later than the (already once delayed) date set by Vistry of 31st March 2025.

Removal of physical barriers

Motion point 4 stated: 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.

Officer response to policy committee: *"Bristol CC transport officers will work with Sustrans to unlock funding for the removal of barriers on the National Cycle Network in Bristol that facilitates strategic active travel routes. For all other barriers in the city, officers will look at options for removing non compliant barriers working with colleagues in maintenance and understanding available funding streams to do so. Officers will provide an update to the committee in autumn/winter 2025.*

It is important to note some of the city's barriers will have been put in place following local campaigns to tackle Anti Social Behaviour and such like and will need to be considered when progressing these works. Officers will come back to the T & C committee once there is a better understanding of available funding streams and resourcing".

Statement

Regarding motion point 4 which states "ask officers to work to remove or adapt physical barriers on all highways infrastructure", Bristol Cycling wants to see all the barriers across the City removed or adapted. We draw the committee's attention to the fact that there is no evidence to support the inference that discriminatory barriers which exclude/restrict access for mobility devices for Disabled people, double buggies & non-standard bicycles help in tackling anti-social behaviour (ASB) on paths. However there is, for the case that these barriers actually have the opposite effect by restricting legitimate users and hence making these places less used and less safe or even a focal point for ASB. We recommend that the council adopt the recommendations of the following guide.

<https://wheelsforwellbeing.org.uk/inclusive-cycle-infrastructure-guide-inaccessible-barriers/>

And create a policy position on this matter like this example (FYI) from Metropolitan Borough of Stockport in Greater Manchester

[Appendix 1 Access Control Measures Policy Statement.pdf](#)

Additionally, we refer you to the council's duty under The Equality Act (2010): All reasonable adjustments to make a space equitably accessible for Disabled people legally must be taken without any Disabled person having to ask for them. We will work with others to get FOI evidence for any barriers that are retained.

Statement 33, Joanna Maple, Concerns regarding the implementation of the East Bristol Liveable Neighbourhood (EBLN) scheme

I am writing to formally express my concerns regarding the implementation of the East Bristol Liveable Neighbourhood (EBLN) scheme, which has been forced upon the local residents despite widespread protests and significant opposition. It is incredibly troubling to note that, despite overwhelming objections from the community—including protests, petitions, and numerous

complaints submitted via emails—the scheme has been pushed through under questionable circumstances.

I would like to highlight the particularly alarming manner in which the scheme was implemented. On the night in question, at 3am, the council proceeded with the installation of the scheme under police escort, with over 60 police officers present, drones in the air, and additional security measures in place. This level of forceful intervention, particularly at such an unreasonable hour, raises serious questions about the council’s commitment to transparent and democratic decision-making.

This approach appears to be nothing short of intimidation and is deeply concerning. The actions taken to implement this scheme seem designed to bypass the voices of those who objected and to undermine the democratic process. The fact that such heavy-handed tactics were employed despite the significant opposition from local residents suggests a disregard for the will of the people and for the principles of democracy.

I am requesting that the committee investigate the circumstances surrounding this incident, including the use of police resources and the manner in which the scheme was enforced. Furthermore, I urge the committee to review why the council has consistently ignored the voices of those against the scheme, especially when the results of the final stage of consultation showed that more people were opposed to the scheme than in favor of it.

The disregard for public opinion and the apparent silencing of dissent is a troubling precedent, and it is essential that the committee address these concerns to restore trust in the decision-making process. I respectfully ask that the committee launch an investigation into why this scheme was pushed through despite clear opposition and why the democratic process has been so blatantly ignored.

I look forward to your response and to hearing about the steps the committee will take to investigate this matter.

Statement 34, Marcus Willcocks, Full support for all LTN’s

I am writing from hospital undergoing treatment for leukaemia right now but wanted to add my FULL SUPPORT for ALL LTN’s across Bristol now and in the future.

Times are changing, the climate, health and loneliness/isolation crises all demand urgent local change, now. Selfishness no longer has a place.

We know from many other studies that time-based *and* economic arguments against improvements for walking, wheeling and cycling are only short-term at most.

Thank you for your work to move these forward. I look forward to be able to enjoy them more as I recover.

Statement 35, Matilde Canaletti, Standstill traffic in Blackswarth rd

Standstill traffic in Blackswarth rd in feont of pre school and primary school is unacceptable further Beaufort rd closure and will obly get worse once bus gate is operational. The car fumes kids playing outside are breathing is worrying. You are exposing kids to health risk. Please can you comment on this? An adjustment needs to be made ASAP to protect kids.

Statement 36, Dan Ackroyd, In favour of the changes to the Triangle and Park street

My statement is in favour of the most poetically named agenda item: "A37/A4018 Stockwood to Henbury Strategic Corridor: Workpackage 3 College Green, Park Street, The Triangle and Queens Road".

Although I approve of the scheme, I dislike some of the details.

I hope the council will involve local people (both nearby residents and people who frequent these streets) in designing the 'street furniture'. Local people understand how bits of road are (or aren't) working well.

I have deep concerns about Richmond Hill, Park Place and Berkeley Avenue, but I will spare this cmmt the details.

However I will go into tedious detail for University Road.

I was 11 and attending the nearby Grammar school when I first realised that BCC had 'mucked up' the design for the junction at the bottom of University Road, with Queens Road.

Even young me could see it was a junction "prone to conflict" with cars having to do a hard turn left turn onto their blind side.

It was just not safe.

If nothing else it was not safe, because as a pedestrian, to properly watch the cars, you had to turn your head back and risk walking into someone coming the other day.

Or someone who might forget that there is a busy road there, see that their bus is arriving on the other side of the road, and so run into the road, to 'encounter' the front end of a vehicle moving at speed. Luckily for the chap who had that happen to him in my year, he landed on his head, and so nothing of value was damaged.

In the late 2010's I started seeing a pattern of cars driving down University Road, against the one way system.

This was stopped when the Council used the emergency powers given to it under the Covid Emergency situation to close off the bottom of University Road using two large bags of soil, into which a few plants had been planted.

The nicest thing that could be said about this solution is that is "showed a true Wabi-sabi solution" to a problem, in the sense of very temporary solution that instantly began to show decay.

The bags lasted until the April 2023 or about give months after the Clean Air Zone started. At which point someone dragged one of them out the way, and also painted over the "no entry" signs at the top of University Road. This could be guessed at being sabotage by someone who wanted to drive down University Road.

The last mayor proposed that the road be re-opened to traffic, which thankfully was not done, and instead the road was blocked once more with heavy concrete blocks.

How the bottom of University Road is being used now.

There are approximately 2000 pedestrians an hour using the junction of University Road and Queens Road.

It is currently open to cyclists in both direction. This is working reasonably well. The details of the "street furniture" in the papers look like they would be worse for this use, through inducing more conflict between pedestrians and cyclists.

Currently, some people on mopeds thread through across the pedestrian space, to be able to drive up University Road. This does not currently cause a problem. The scooter drivers recognize that they don't have priority and filter through smoothly. In the proposal, there would be more conflict between them and pedestrians.

In the evening, the very bottom of University Road is used as a car bay to allow Uber and other taxi services to pickup slightly inebriated customers. This causes a slight problem, as sometimes cars 'intimidate' pedestrians out of the way, but it's mostly fine, and it provides a safe-ish place for exuberant passengers to embark or disembark from a car.

Very occasionally Bristol University will put up a sign for an open day where the pedestrians normally walk. This both blocks the pavement, causes blocked sight-lines, which increases conflict for both pedestrians and cyclists. Perhaps a more

I really hope BCC allows co-design of the street furniture, and that the implementation of the scheme goes ahead more smoothly than the East Bristol Liveable Neighbourhood scheme does.

Finally, I'd like to mention support for the "Pedestrian priority at stand-alone push button crossings in Bristol".

I am confused as to why multiple hours assessment is needed. From one of the papers: "we have calculated that it would require circa 50 days time to visit the 100 sites (half a day per site), to carry out the on-site assessment". I would have thought that most of the site are either clearly appropriate or clearly in appropriate for this change, and that multiple timers could be changed in one day.

Statement 37, Angharad Hughes, East Bristol Liveable Neighbourhood

Of course we are all resistant to change but I responded over the previous 2 1/2 years to the proposals and the discussions so I felt that at least I had had my say even if some of my ideas we're not taking up.

It's essential that we allow the trial to proceed so that we can see what will work and what will not work and those delaying the trial are actually working against themselves Maybe they don't feel heard but I think we know that the trial is going ahead.

There is a good deal of disinformation on social media about what is actually happening and some of this seems to come from groups who are actually not living in the neighbourhood. Together declaration seem to have a great deal of influence as seen by their phraseology appearing in anti EBLN posts. Keep Bristol moving are also very influential. They seem to think this is a conspiracy against car users even though at the lower end of the trial only 50% of people have cars so I don't know how pertinent that is. It is without a doubt difficult for some people who have closely timed journeys when they are dropping their children off and getting to work and this is causing them a lot of problems. I suspect also that the GP surgery at the bottom end of the trial area requires some accommodations so that it staff can get in and out of the surgery more easily to go on their visits. There is an enormous amount of trolling going on so it feels intimidating to actually add any comments. Also, I've noted that a lot of pro people have been blocked from the anti sites. This promotes the idea that more people are against it than for it and it's not democratic.

The anti-group say that the majority of people are against the proposal and I would say that in the bottom end that may be true but the figures are of course skewed. It was evident at the last major BCC meeting that many many more people were in favour at that time than against it.

Another idea put forward by the anti group are that emergency vehicles cannot access some roads. Anecdotally this is clearly not true and I am sure enquiries made with the Emergency services will be able to substantiate this. We have numerous emergency vehicles and large vehicles such as scaffolding lorries coming down our road. They don't seem to have any problem except if people have parked directly opposite the end of the road. The addition of some yellow lines which are enforced will stop this.

One major change that will need to be addressed, which was already an issue but it's been highlighted even more by the start of the trial is the junction at Church Road and Chalks and Blackswarth Roads. Some major changes need to occur so that traffic flow is improved. This morning this is particularly bad as somebody has abandoned a vehicle on the crossing on Church Road which has a necessitated everybody to move onto Chalk's Road. Whether this was an accident, I do not know.

On the positive side, I am loving the reduced rat running through my road. I am far less fearful of children stepping out and being run over. So far we have been lucky and none of the children have been knocked over, but I've seen three cats killed outside my house by people racing down the road who didn't stop or care. Overall, the neighbourhood seems much more calm. It's possible to walk down the streets without hearing angry motorists tooting and shouting at each other. Sometimes the language is quite ripe. Overall I feel safer as a disabled person who walks quite slowly. I was anxious about being able to get out of the way of people mounting the pavement suddenly or driving fast down the roads. On three occasions in my own road, I have been verbally or physically assaulted. Hopefully that doesn't happen anymore.

To summarise the positives for myself, are better air quality, safer and quieter roads which mean that I can walk with reduced anxiety about myself children or pets. I am very car dependant because I am disabled however it has encouraged me to use the bus more often and on occasions walk further. I enjoyed having a free bus pass for my birthday month and have now received a disabled person's travel card. Before this, I was not aware that that was available and I was entitled to it. I'm not sure at the moment how much I will need it, but I will apply for a Bus gate exemption due to my disability.

Statement 38, Joseph Lawson-West, East Bristol Liveable Neighbourhood

I support the project as I would like to reduce the neighbourhood being used as a rat run for cars and would like to see traffic directed on to main roads. This would increase road safety in an area that accommodates 4-5 primary schools and a large secondary, with hundreds and hundreds of kids making their way through residential areas by foot, scooter and bike.

My family and I would also enjoy the lower pollution levels our neighbourhood would benefit from.

The above support is given on the provision

1. a commitment to improved public transport funding is guaranteed to ease the traffic burden redirected to the larger roads outside the LTN.
2. considerations and obligations are provided for the elderly and disabled in the community so they still have guaranteed mobility within the LTN
3. all street improvements facilitate commercial vehicle use / access (where clearly required) to minimise business disruption in an area of well used local commerce (see Whitehouse Lane work recently completed which has not left suitable room for commercial vehicles to effectively operate despite being a well established industrialised area with many long standing businesses).

Statement 39, Joshua Smith, East Bristol Liveable Neighbourhood

Me and my family live on Mildred Street in Barton Hill.

Over the years, we have informed the council of various issues our street faces as a result of the Feeder Road - Lawrence Hill "rat run".

- On more than one occasion no. 2 Mildred street has been driven into, as a result of people speeding up the road.
- My housemates car was written off by an articulated lorry that was driving through.
- Speeding cars colliding at the T junction at the top.

I've been requesting that Mildred Street be blocked at the top to avoid these issues, so I was over the moon to see the plans for EBLN.

I've been excited to see how the plans unfurl, and I eagerly await the results of the careful monitoring of the scheme.

Already, the "Cycle gates" are making travelling by bike an absolute joy. I also feel so much safer pushing my daughter around in her buggy. When I travel by car, it adds 2 minutes to my journey to get the main roads, but I see that as a small fee for a much safer and calmer environment to live in.

It has saddened me to hear that many people feel they weren't fully informed in the area. Our own experience was quite the opposite. There were flyers through the door, information around the neighbourhood, at the Wellspring Centre, all over the local news.

I have quietly sat and watched as people have protested the scheme, not one for an argument and also, fully aware that my experience of getting around the neighbourhood is different to many other folks.

I do think that the routes that are now accomodating the majority of the traffic need to be amended. Avonvale has some pinch points that really grind traffic to a halt. Cyclists need to be considered on these routes also.

I'm keen to see how the trial plays out, and optimistic that we can learn from it and change our driving habits a little.

Statement 40, Alistair Onebanjo, E.B.L.N. Bus Gates

On 12th December I submitted a Freedom of Information Request, relating to the proposed bus gates in the East Bristol Liveable Neighbourhood.

I requested:

1. The relevant Traffic Regulation Orders.
2. Concept artwork for the new bus gates, and any published documents containing it.
3. Engineering drawings for the new junction layouts, street furniture, road surfaces, etc.
4. The designs of signage and road markings, with dimensions and assigned positions.
5. Any other drawings/diagrams provided to contractors, to facilitate installation.
6. A breakdown of any special DfT authorisations, for unusual signage or other elements.
7. A schedule of installation dates, and anticipated enforcement dates.

These are all current or recent documents, which can easily be accessed in a matter of minutes.

The Council is supposed to provide any requested information within FOUR weeks.

It is now FOURTEEN weeks since I made this FOI Request.

Yet I have received NO INFORMATION whatsoever.

Therefore, as well as its many other crimes, relating to the implementation of these traffic restrictions, the Council is blatantly contravening the Freedom of Information Act.

What are they trying to hide...?

Statement 41, Ben Howe, Support for East Bristol Liveable Neighbourhood Scheme

As part of an earnest effort to comprehend the perspectives of those opposing the East Bristol Liveable Neighbourhood (EBLN) scheme, it has become abundantly clear to me that there is a profound lack of depth and nuance in the opposition's stance.

The arguments against the EBLN fundamentally boil down to a singular, short-sighted perspective: an unwillingness to accept any personal inconvenience, despite the potential significant community-wide benefits. A small but loud group seeks to obstruct an initiative with potentially transformative impact for our entire community.

What is most disappointing is the opponents' categorical refusal to even consider the possibility of positive outcomes. The trial scheme is explicitly designed to move beyond subjective feelings and personal biases.

Empirical data will ultimately speak louder than emotional objections. By allowing the trial to proceed as designed, we can arrive at fact-based conclusions about our community's future.

The resistance to the East Bristol Liveable Neighbourhood scheme is not a reasoned argument, but a knee-jerk reaction rooted in fear of change and personal inconvenience. **No roads are being closed, those who have no other option but to drive can still drive.** True community development requires us to look beyond our immediate discomfort and consider the potential for meaningful improvement.

I urge those responsible for the implementation of the trial to remain steadfast. Do not allow the loudest voices to determine our collective future. Stay true to the planned process, follow the data, and give our community the opportunity to see real, measurable change.

Statement 42, Luke Hall, East Bristol Liveable Neighbourhood Scheme

I'd like to take this opportunity to express my thanks to the council in their efforts to implement the East Bristol Liveable Neighbourhood trial. It's been a long wait to get this far but seeing so many of the newly installed planters and cycle filters go in throughout Redfield and Barton Hill, to join those already in place in St. George, absolutely made my week. I regularly walk and cycle through the area and it's already making those journeys feel much safer and be more pleasant. I'm hopeful that the final stages of the installation works, including the bus gates, aren't too far off and we can finally start assessing the trial scheme as a whole.

Evidence-based policy and decision making are key to designing, monitoring and improving schemes like this so I'm excited to see what effect it has over the coming months once everything's in place and full monitoring can begin. I appreciate how the council has listened to residents and made adjustments to ease the transition and not disadvantage people, particularly with regard to blue badge holders being able to nominate a vehicle to be exempt from the bus gates, but also more generally the offer of free bus tickets and the option to apply for a bus gate exemption for a year for those who qualify - in addition to those relating to professional carers and children with SEND.

I wholly encourage the council to both continue with the scheme so it can be judged on the real effects it has in the area and beyond, and to keep up it's engagement with people living, working and travelling in the area so as to best address issues that may arise so that the full scheme, in whatever shape it takes, best suits the community as a whole, particularly the most vulnerable, and meets the safety and environmental goals set out from the start.

Thank you for your time,

Statement 43, Pietro Herrera, Support for the East Bristol Livable Neighbourhood Scheme

I would like to register my support for the East Bristol Livable Neighbourhood Scheme.

We walk or cycle our children to school every day through the scheme and, although the scheme is still yet to be fully implemented, it has already had a transformative effect on our family's life. Although there is still work to be done on managing the parking of vehicles down Beaufort Rd, the air feels cleaner and the roads are much calmer.

We have since invested in an e-bike which, along with the scheme, allows us to make more local journeys safer and without our vehicle.

I fully support the council in how they have implemented this scheme in very challenging circumstances.

Statement 44, Peter Brooks, The EBLN trial has my full support

The EBLN trial has my full support. As I cannot drive, cycling is my main mode of transport that I use to commute every week day. Of all the places I have lived, this area feels the most hostile to cycling. I always find cycling around Redfield and Barton Hill stressful, at times terrifying because of the behaviour of drivers. I have had drivers shout and beep at me for simply cycling along the road, and for slowing down to take a turn while indicating. Cars have passed me with only centimetres to spare, often much faster than 30 with no other traffic on a wide road.

I live with my partner on Avonvale Road. This is a rat run, as commuters cut through between the Feeder and Church Road. Marsh Lane and Avonvale Road is where I have had the majority of experiences of dangerous driving. Although it is a 20 zone, I am surprised to see anyone sticking to that: even the buses speed. The volume and speed of traffic cuts off safe access from Barton Hill and Redfield to the biggest green space in the area and a key playground. There are no crossings where pedestrians have priority on any of the roads that form the boundary of Netham Park. Watching impatient drivers jostle for space and speed between traffic calming measures, despite the families crossing and cyclists, feels like an accident waiting to happen. I wake up most mornings to the sound of revving engines and horns and get back home in the evening to the same noise. As an autistic person who is sensitive to LED street lamps at night and noise in general, this keeps my stress levels constantly high. Living by noisy roads has health impacts, alongside the high levels of air pollution in the area and increased asthma in young people. I would like to live here for years to come, and raise

children here, but the current pollution and danger from traffic makes me want to move elsewhere to do so.

Living in the area has underlined why we need to reduce traffic and divert it, rather than try and 'calm' it - this has already been attempted and has clearly failed on Avonvale Road. Beaufort road had the earliest installation of trial infrastructure, and I've noticed a real difference here. What was a dangerous and tense rat-run is now quiet, with lots of cyclists and walkers. I previously avoided this road, and now I run or walk every week along this road to access Troopers Hill green space. I'm desperate to see the bus gates switched on and have this effect on Avonvale Road.

I support the council in their consultation and installation methods. I have felt consulted throughout, we received letters, I filled out the online forms outlining my issues, used the map and videos to understand the changes, was aware of the consultation events taking place in the neighbourhood and have had dialogue with my councillors. While the recent night-time installation was reported as dramatic, I think it was understandable given the difficulties installing during the day time. This is a trial, it has a democratic mandate from the most recent council elections, and it should be tested. If the measures do not work or have bad impacts on people's lives, this should of course be part of the trial findings and responded to. The number of people who responded to the consultations and the number of people who do not own cars outnumber those who were blocking the installations. The rhetoric I have seen from these protestors is predominantly from the perspective of drivers and has recently shifted to directly blaming cyclists.

There has been a history of controversial impacts from council decisions without local feedback or testing in Barton Hill, from the slum clearances, to the Causeway and the Barton House evacuation. I think this underlines why the EBLN trial stage is so important and should happen as planned. It should go ahead, be fully tested, and have a rigorous and comprehensive review of the evidence, both quantitative pollution and traffic data, and people's lived experiences.

Statement 45, Liz Read, EBLN Statement

I am a pensioner and I live within the East Bristol Liveable Neighbourhood. I've been waiting 30 years for Bristol to do something about air pollution and I'm overjoyed to be in the chosen area. East Bristol is so often forgotten. We can see that from the attitudes of people who merely drive through or who ship in children from out of town to attend the local faith school.

I am now able to go for a walk on Beaufort Rd with my grandson, aged 3 and a half. Almost no traffic so we could walk along happily. I didn't have to take the stroller any more because it felt safe. We both liked it. And that's the thing. This is his world now, and the thousands of other kids like him who live in the zone. There are two children in yellow bike helmets who look younger than my grandson, and they're now able to be out and about living their best lives. I'm living my best life too. I have arthritis and walking is difficult sometimes. But walking is just what I need to do to make it less painful. Now I can walk safely and catch the bus back if I need to.

When 48% of people in Barton Hill don't have access to a car of any kind, it's really entitled for those 5 protesters to tell them they have to put up with ever increasing traffic. When the construction stops on the Feeder Road, the whole of Barton Hill will be a car park unless this scheme is a success.

I would like to see our neighbourhood become much more than just traffic calming. I absolutely love the Buddha that someone's put in a planter. I'd like to see neighbours cooperating, sharing lifts, walking their children to local schools, I think there's a real possibility of the Netham being able to become an Orion Dark Sky Area. And, of course, we should be able to do things like community composting, I've already spoken to someone at the Wellspring about that. It would be fabulous to have our own VE Day commemoration at the war memorial in the cemetery, now that the road is safe for Scouts to march there. Lots of ideas about how this could be a real neighbourhood, not just somewhere for people from Longwell Green to drive through.

I don't want to put my full address because I have received threats about supporting the EBLN.

Statement 46, Elizabeth Staples, serious concerns about the EBLN

I am writing to express serious concerns about the EBLN, it is causing more pollution and fumes on boundary roads. Emergency services can't access closed roads or the tight side streets, evidence has been collated and shared with councillors and BCC numerous times.

The way in which the installation done overnight in Barton hill is appalling! You should not need to use heavy handed tactics to install an LTN to suit a minority.

We don't have the infrastructure to support this is not London with tubes and trains in abundance!

This is causing stress and resulting in cases where residents can't access the dcs: schools and gps. There is so much evidence that has been collated on this and BCC and EBLN team keep saying it will improve it won't where can this traffic magically disappear!! We can't wait 6 months for you to monitor this and actually you don't appear to have the base data to form a view of air pollution levels and traffic congestion, we can clearly see it's pushed it to boundary roads. Church Road and the blackswarth junction chaotic and dangerous! These residents in the EBLN having very difficult times accessing their homes let alone parking.

It needs to be removed and consult with the community forthwith!!! Traffic calming yes and we have shared ideas of how this could be done but BCC need to start to communicate and listen to the community.

Thanks for taking the time to read this.

Statement 47, Bianca Williams, Support for the recently implemented East Bristol Liveable Neighbourhood trial

I'm writing to express my support for the recently implemented East Bristol Liveable Neighbourhood trial. I live on Victoria Avenue, and can't express my delight at the reduction in traffic on this residential street, often used as a rat run, particularly during morning rush hour.

My children are at Redfield Educate Together Primary and I'm so relieved to see them, along with hundreds of other children, walking to school along a road which is now much safer and less polluted than it was just last week before the measures were put in place. It now feels so much safer to cycle and walk these streets, and to take the children out and meet with neighbours to play in the now much quieter streets, we can't wait for the pocket parks! I'm so grateful to live in an area which has been chosen for this radical change.

I work in Barton Hill, which is in another part of the trial, I'm self employed and often have to carry heavy equipment around for work. The changes have made my route between work and home much longer if I want to use a car. I am already finding that this is making me choose more carefully. My life is busy, juggling work and a family, and I would be the first to admit that I definitely used my car to get to work more than I needed to. I'm now having to plan more carefully when I need to drive between work and home, and it's already much less than it used to be. Instead I'm choosing to walk or cycle, and I'm sure many others are doing the same.

I know the scheme has a lot of opposition, but I couldn't be more in favour of it, and am keeping everything crossed that it becomes permanent.

Statement 48, David Redgewell, Transport

On the city Region Transport strategy Funding.

We are welcome the proposals for the public realm and bus and coach and Taxis integration and interchange at Queens Road and Park street bus Gate but we are concerned about the Design for the bus service interchange shelters seating bus shelter lighting realtime information systems.

The waiting area is poor and need improvement.

On the coach stand used by National Express coaches limited and in future for Flexible bus the needs to be provision for the wheelchair accessible coaches to set down the passenger lift on the coach.

This need discussion with National Express coaches limited and Flixbus coaches and First group plc who operate services for Flixbus from may 2025.

West of England mayoral combined transport Authority and North Somerset council and western Gateway Transport Board who have a coach forum.

It is very important that we keep access to the shops in Park street for disabled people blue badge holders and car pick up from the shops. Access to the St George's concert hall the museums Georgian house. Cabot Tower and Brandon Hill and the residents community in the area. access to Queens road and city museums very important and Tourists coach provision.

It's very important that with the clean air zone the traffic is not diverted via Park row and the main city Hospital complex Bri, children Hospital Hearts institute and BOHC.

All so as the scheme effect 14 bus and coach services it improvement that all bus and coach passengers are consulted via the west of England mayoral combined transport Authority and North Somerset council bus service improvement plan Bus services advisory Board and panel and passengers forum

But bus service 1,2 a 3 , 4 .5 8, Y 6, 72 77 First group plc Wales and Westbuses, 505 71 stagecoach west. T1 Transport for Wales. Newport Transport National Express coaches limited Flixbus coaches network u 1 So a lot of local bus and coach services call . But also the junction and priority need sorting out in Bristol city centre for buses not just cycling schemes and pedestrians.

We need to progress this scheme Links to Clifton Down station interchange from Queen road important and to the Harbourside Ferry's in city centre.

On the Bedminster Bridge scheme this supported by need integration with the shopping centre in East street and Bedminster railway station. By walking and cycling facilities. The bus gates and priority is welcomed

On the m2 long Ashton park and ride to Bristol city centre via Bristol Temple meads station the extension of another metro bus rapid transit route to Bristol uwe Bus and coach station needs discussion with the bus service improvement plan panel and Advisory Board on the west of England mayoral combined transport Authority and North Somerset council. As the priority is the extensions of the bus rapid transit route to Hartcliffe imperial park and Hengrove hospital bus and coach station.

The Redcliffe hill scheme is welcomed

On the Temple way scheme this is very much welcomed

But we welcome the Bus stops on Temple way being rebuilt with passengers facilities shelters bus boarders castle kerbs and drop kerbs. Realtime information systems

But we are concerned under the government intergrated Transport white paper we are not sure how the scheme is intergrated with the Friary Transport hub at Bristol Temple meads station

New entrance facilities bus and coach facilities with it new access to the station once the southern Entrance Transport hub is built by Network Rail and First group plc Greater Western trains company limited GWR. Intercity cross country train Arriva 1sq capital services

So the car parking for passengers and staff can move to allow construction of the shops new platforms new entrance And bus coach and interchange. Integration is very very important with Bristol city council still controlling the bus and coach infrastructure at present it is very important that west of England mayoral combined transport Authority and North Somerset council. Work together on public transport Networks on integration. In the master plan for public transport around Bristol Temple Meads station

The Friary bus and coach station interchange and Temple Quay Ferry Terminal / Temple Gate bus and coach stops form a public Transport Interchange and the Temple way bus stops are part of this .

It's is very important that bus and coach priority is major feature and that public transport has priority over walking and cycling schemes in this area .

On retimming of pedestrian crossing and signals we welcome this .

On all public transport Network scheme we would welcome input from the west of England mayoral combined transport Authority and North Somerset council. Equalities impact assessments and the input by the west of England mayoral combined transport Authority mayor's equalities officer and the bus service improvement plan panel and Board.

It is very very important that we consult stakeholders passengers groups bus advisory panel and Forum residents and visitors to Bristol Disability equalities groups not just well paid consults.

And that all CRTS work is carried out by the west of England mayoral combined transport Authority and North Somerset council and it Highways Authority's agents in Bristol Bath and North East Somerset council and south Gloucestershire county council.

In daylight by contracts and local government offices Without the use of the Avon and Somerset police or the office of the police and crime commissioner Clare moody the mayor and the west of England mayoral combined transport Authority and North Somerset council. Joint committee must be happy and see public consultation reports to be meaningful like in all other mayoral combined Authority's. In England. Otherwise we failed to bring the community and voters with us .

Bus service improvement plan.

One of the main services of the Authority is the provision of public Transport services jointly with North Somerset council. Which has now been accepted for membership of the west of England mayoral combined Authority after the mayoral Elections in may 2025. Details to be set out by the secretary of state Anglia Rayner.

The issue around the bus service improvement plan are the need to plan and provide bus services through an enhanced Quality partnership. With First group plc Wales and West buses Division and Stagecoach Group plc west buses. And bus operator like big lemon buses of Brighton Sussex, Faresaver buses Euro coaches Abus libra travel Rapt Bath bus company.

The issue are the spending of £105 million pounds of bus services improvement plan money. The need to work more closely together with Bristol city council /Banes / North Somerset council and south Gloucestershire county council on Planning bus and coach services Networks .

This is being to happen with the new services in Bristol.

Service 36 St Anne's park Brislington Hungerford road knowle, Hartcliffe Bishopsworth and Highridge. Services 37 Hartcliffe, to Avonmouth and severn Beach via the Portway. And Fishponds to Bristol Temple meads station, Bristol city centre via Kingswood and St George Redfield. and in Bath with Evening journeys on the park and ride bus services and improvement to services 8. On a Sunday Bath bus and coach station to Kingsway. and in North Somerset council.

With improvement to x1 Bristol bus and coach station to weston super mare bus and coach station night bus services. X5 Weston super mare bus and coach station to Clevedon and Portishead. X 8 has changed to x7 x7a. Between Bristol and Clevedon. Service 5 in weston super mare. and 126 Wells bus and coach station to cheddar and weston super mare bus and coach station. Via weston super mare Hospital. Service X 12 Clevedon to Yatton worle interchange and weston super mare bus and coach station

But in south Gloucestershire county council area

No service changes were made despite Request from passengers groups stakeholders residents and community's and south Gloucestershire county council Councillor Chris willmore and Matt Palmer transport Executive members On bus services Y 1 y2 Bristol city centre and Y 6 To Yate and chipping Sodbury via Winterbourne and Frampton Cotterell. And the y6 Bristol city centre to Gloucester road montpellier station approach Horfield Common Southmead hospital bus station ,Cribbs causeway bus station, Bristol Parkway station, Winterbourne Frampton Cotterell Yate Park and ride site Yate railway station yate bus station and chipping Sodbury.

With chipping Sodbury.

With the service to Charfield Wickwar Wotton under Edge and Stroud Merry Walk bus and coach station. Chipping Sodbury Being left with no direct service to Bristol city centre. Only 90 2 hourly frequency via Cribbs causeway bus station. Y8 big lemon buses west local still does not operate from yate bus and coach station to Wotton under Edge via Wickwar and Charfield from Hawkesbury Upton Pond. And service 40 Bristol bus and coach station to yate park and ride site Yate railway station yate bus station chipping Sodbury, Wickwar,Charfield Wotton under Edge Charfield and Stroud a proposal by Gloucestershire county council and stagecoach west not moved forward.

The service 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 and Bristol Parkway station Has still not be reroute via Frenchay Stapleton,Stoke park. and Evening services operate to Downend only

This service operator in Bristol city council wards as well as south Gloucestershire county council With no connection to Bristol park for care workers, Nurse and Doctors to get back from East Bristol. Service 17 Keynsham Town Centre keynsham Railway station, long well Green, Hanham Kingswood Staple Hill Fishponds Eastville park Ashley Down railway station, Horfield and Southmead hospital bus station. This service operator in Bristol city council and south Gloucestershire county council wards .

First group are looking to review this service for September 2025 and look to operate via Southmead hospital bus station. Their also a need to review the Hambroke clean air zone.

Hope this can be looked at With the proposals for Greater Bristol night bus network especially on Friday and Saturday nights .

Cross boundary services need discussion with the western Gateway Transport Board and Peninsula Transport Board along with Proposal for Regional coach services from Bristol. Whist meeting are now happening to sort out the £ 13 .716 185 Bus service improvement plan funding with North Somerset council funding of £4.830 .390 Bus grant for 20 25 2026 . With councillors in charge of Transport (Highways) on the 2025 2026 . Bus plan for the Department for transport. Their been no bus service Advisory panel or Broad input . It was raised at the last panel meeting but not plan was given to members This plan has to be submitted to the Department for Transport by the End of March 2025

The most concerning issue was the fact the panel was chaired by an officer of the west of England mayoral combined transport Authority and North Somerset council joint transport arrangements.

But not a Elected councillor Hannah young transport executive for North Somerset council in charge of the Transport Authority in North Somerset council raised this issue passengers groups and operators were of support a elected members should chair the panel and Bus services advisory Board. Which is the case in Somerset unity council and Gloucestershire County council.

Reports on the new bus service Proposal and infrastructure have gone to or going to the cabinet for sign off and new services will start on April 2025 or September 2025. With the 126 being a cross boundary services from wells bus and coach station to cheddar and Weston super mare bus and coach station and Railway station. With joint funding and not operating via the uphill Hospital but with through ticketing and bus connection to the hospital and a better Saturday service Other services in September include A Sunday and Evening services

On 376 Yeovil bus and coach station to Ilchester, Somerton ,Street, Glastonbury Wells bus and coach station Bristol bus and coach station. This service is to have an hourly Evening and Sunday service.

With Somerset unity council and the west of England mayoral combined transport Authority. But unlike Somerset council/ Gloucestershire county council. And North Somerset council no Bus passengers and stakeholders forums have been held at the west of England mayoral combined transport Authority with passengers. We have had good input to bus advisory panel working groups.

But Passengers input is required at the west of England mayoral combined transport Authority with North Somerset council including disabled and equalities forums. Quality of bus services is very important with bus shelter and interchanges facilities cleaning information displays but also cleaning of buses the standard on which are poor in Bristol.

With Gloucestershire county council no progress has been made on the Bristol City centre Yate Yate railway station yate bus station chipping Sodbury Wickwar Charfield Wotton under Edge Stroud Merry Walk bus and coach station service. So at present the proposals at Gloucestershire county council cabinet are just to enhance the Wotton under Edge to Stroud Merry Walk bus and coach station section and not to and from Bristol and yate bus stations. It's very very important that we make progress on cross boundary services with Gloucestershire county council. And Western Gateway Transport Board.

Bus 62 Dursley may lane bus and coach station to Cam Cam and Dursley railway station, Berkeley sharpness Falfield Thornbury but without the option to Extend Alverston Olverton Hortham Lower Almondbury and Bristol zoo Cribbs causeway bus station Bristol Southmead hospita bus station

As planned with south Gloucestershire county council Working together with Gloucestershire county council need improving and has been raised by simon opher mp and roz savage mp Clare young Mp with buses minster simon Lightwood mp in house of commons. and at Gloucestershire county council.

Working need to improve with Western Gateway Transport Board/ Wiltshire Council and Swindon borough Council. Especially with Devolution of public Transport powers. And unity council for Gloucestershire and Swindon North Somerset council. Looking at joining the combined Authority in future. Or the proposed wessex mayoral combined Authority.

Their is a need for the Audit commission to look at west local bus services and the effectiveness in service to the community. Services 61 Bristol Harbourside Bristol cabot circus to oid market The Ding and Bristlington carrier 1 or 2 passengers an hour .

Services y8 Yate. bus and coach station to chipping Sodbury Wickwar Charfield Hawkesbury upton carrier limited passengers because it does not serve Wotton under Edge the main shopping centre Heath centres hospitals links to Gloucester or Schools.

Service 99 is Paulton to Ubley via the Chew valley is not allowed to connect with main line buses to Bristol Temple Meads station and Bristol Bus and Coach Station Wells Glastonbury Street/ Yeovil bus and coach station/ Bridgwater bus and coach station and Taunton town centre

For health care hospital Schools college's shopping centres

Somerset/ West of England Mayoral Combined Transport Authority and North Somerset Council boundary issues on funding. 532 Emerson Green to Keynsham via Warmley Oldland Common request to run Longwell Green retail park not been allowed to happen.

With Westlink demand response bus service failing to turn up at Yatton Railway station to take people to Clevedon or Yate Railway station to and from Wotton Under Edge. Or cancel at short notice.

West of England Mayoral Combined Transport Authority and North Somerset Council have given notice to Ezeq Medical Services Ambulance Services Company's and Cangorm Capital Services from the 3rd April 2025

Slough bases Thames Valley Transport is taking over with we DRT with we DRT and staff being transferred and tupe over with some staff have to take Taxis license tests. Thames Valley Transport runs services for the Cambridge and Peterborough Mayoral Combined Authority. Mayor Nik Johnson. Their urgent need to audit the bus service improvement plan.

For the West of England Mayoral Combined Transport Authority and North Somerset Council West Metro Railway contacts with First Group PLC Greater Western Trains Company Limited.

And the Portway trunk road bus lane and sustainable transport corridor

Where at present money is not being spent on disability access to Shirehampton stations but on road maintenance £9 million pounds. The money should be allocated to improvements in walking cycling footway and cycle way improvements Drop kerbs and castle kerbs

With the government integrated white paper on integrated Transport it to join up interchanges between buses coaches Railway services ferry services walking and cycling facilities.

With the West of England Mayoral Combined Transport Authority and North Somerset Council, funding both bus services Especially the Portway park and Ride services service 9 with stagecoach west from April 2025 .

With First Wales and West buses Division service 37 Hartcliffe Withywood Parson Street Parson Street railway station, Portway, Sea Mills Shirehampton railway station, Avonmouth and Severn Beach. Peak hour service.

Service 41 Avonmouth village via Shirehampton sea mill the joins the Portway to Bristol city centre then Old Market Bristol, Lawrence Hill, St George Kingswood. Service. So with the need for Bus rail and coach interchange. Whilst we welcome the works at Shirehampton Portway park and Ride site for bus services to operate to Avonmouth St Andrews Road and Severn Beach towards Lawrence Weston and Henbury.

Despite the new Labour government policy of integrated Transport Networks. We have 2 city Region Transport projects where integration is being carried out .

The one is the Muller Road bus lanes and sustainable Transport corridor with the new Ashley Down station but with no Bus interchange facilities built for buses for Southmead hospital bus station and Eastville park Fishponds Staple Hill, Kingswood, Hanham Keynsham Railway station, Keynsham Town Centre. There are plans to move bus stop and build interchange facilities now.

But passengers groups are now very concerned when the Portway Bus priority scheme is the second scheme where Bristol city council has failed to integrate bus coach and Taxis schemes in Bristol using money and sign off from the West of England Mayoral Combined Transport Authority Mayor Dan Norris.

There is a feeling amongst the equalities groups that their tick box exercise is going on when it comes to disability discrimination act and the 2010 equalities act and protected characteristics.

We would want to see the Portway full equalities impact assessments by the West of England Mayoral Combined Authority officers.

Access across the Portway is very important at Sea Mills, Shirehampton and Portway park and ride to passengers with reduced mobility and partly sighted passengers wheelchair users trying to access the Metro West Railway Network station on the Bristol Temple Meads station to Clifton Down Avonmouth Dock and Seven Beach railway line.

With the stations at Sea Mills, Shirehampton and Portway park and ride.

Everyone of the City Region Transport corridor Bath Spa bus and coach station to Peasdown St John, Radstock Westfield Midsomer Norton Paulton Pensford Whitchurch Hengrove Knowle Totterdown Bristol Temple Meads station Bristol bus and coach station corridor.

Or the Bristol to Bradley Stoke Aztec West roundabout Alverston Thornbury

Bristol to Yate park and ride site Yate railway station Yate bus station Chipping Sodbury corridor need equalities impact assessments by the West of England Mayoral Combined Transport Authority and North Somerset Council.

The Queen Road and Park Street scheme in Bristol.

By the Authority's equalities officer separate to the Highway Authority's.

Bus service improvement plan panel needs to be inclusive with West of England Mayoral Combined Transport Authority Railway Directorate.

On Metro West Railway Network.

We need to make progress on a construction programme on the delivery and construction dates.

For Bristol Temple Meads station to Lawrence Hill Bristol Stapleton Road Ashley Down Filton Abbey Wood extension to Filton North for the Arena Henbury for Cribbs Causeway and Bristol Zoo including bus interchanges and at Bristol Lawrence Hill Station. Fully accessible station.

Bristol Temple Meads station to Pill and Portishead line including bus interchanges and future station at Ashton Gate.

Bristol Temple Meads station to Filton Abbey station Bristol Parkway railway station yate Charfield for Wotton under Edge, cam and Dursley Gloucester central Cheltenham spa Ashchurch for Tewkesbury Worcester Shrub Hill Worcester Forgate Street Line .

With design and bus connection at Charfield for Wotton under Edge to Thornbury Wotton under Edge kingswood Charfield Wickwar chipping Sodbury yate and Dursley may lane bus and coach station.

Delivery of metro west railway Network is very important on budget and delivery on time with bus rail coach ferry interchanges .

Setting up a passengers transport Authority and transferring staff from Bristol city council, Banes , south Gloucestershire county council and North Somerset council to the Regional Transport Authority to get away from duplication of Highways, Transportation and Regional planning services.

We welcome the west of England mayoral combined transport Authority coming out of special measures.

But also making the west of England mayoral combined Authority bigger after the mayoral Elections with North Somerset council and then made be Gloucestershire unity Council and Swindon borough Council.

Statement 49, Harriet Buckland, Statement in favour of transport measures that support active travel

Statement in favour of transport measures that support active travel

I am a resident of St George and I would like to make a statement in favour of the EBLN trial which is now almost complete. I support the sentiment of the recent social media statement from Rob Bryher in which he advocates for the trial to continue. I will also continue to support the trial and I look forward to the council making evidence based decisions around improvements/evolution and continuation of a permanent scheme. I would encourage residents of south Bristol to embrace a trial scheme in their area and I am sure that BCC will apply lessons learned through the east Bristol engagement.

Improved bus services are vital to the success of the scheme

Any future trial scheme must be supported by adequate parking controls as the lack of parking controls accompanying the east Bristol scheme has had an impact on access and safety of the scheme.

Statement 50, Flo Marshall, Support for South Bristol Liveable Neighbourhood

I wish to register my support for the south bristol liveable neighbourhood.

Having been a Bristol resident for the last 40 years, I have seen the impact of vehicle domination increasing undermine our ability to move around our city freely and safely.

As a parent of two young children, safety from vehicles is a huge consideration. I walk and cycle with my children to school every day, then on to work, but also as we spend time and money in our local area and our local high streets of North Street, East Street and West Street (amongst others).

There are so many positive changes that could come from the creation of the SBLN, that would hugely improve our city in many ways, including these below:

- improving the physical health and mental wellbeing of residents of south bristol, through safer streets to walk and cycle on,
- More inclusive and welcoming streets that are physically accessible to everyone, including those with disabilities, who are often overlooked or disproportionately locked into vehicle dependency due to poor quality, vehicle focussed streets and infrastructure,
- improving the economy, attractiveness and vitality of our local high streets - it is well evidenced that those who walk and cycle spend more money per person than those that make the journey by car. It is a common misconception that divers spend more, but we know this is not the case. For our high streets to thrive, we need quality inclusive spaces for people to spend time and money in
- improving equity and inclusiveness of our streets and public spaces,
- improving the climate resilience of our city,
- improved biodiversity,
- reductions flood risk (especially if drainage features such as SuDS (Sustainable urban drainage) can be incorporated),
- reducing social isolation and loneliness by bringing communities together with space,
- increasing the safe independence and freedom of our young people,
- creating 'play on the way' features to make walking journeys more fun and interesting
- reducing transport poverty for those with fewer choices in how they move
- improving sustainable transport provisions, and making bus journeys faster and more reliable,
- improving air quality,
- and improving social justice

All of these things are important for our city, and will help create a more equitable Bristol for the people that live and work here, both in the short term, and for the future.

Statement 51, Sam Gillett, Support for the City Council's Liveable Neighbourhoods programme

I am writing to express my utmost support for the City Council's Liveable Neighbourhoods programme, including the one planned for where I live in Southville in Bristol.

Liveable Neighbourhoods will create safer streets for all, as well as improve health and wellbeing. They tackle excessive through traffic, speeding, and anti-social driving and therefore enable people to walk, wheel and cycle in their local areas. At the moment, far too many people don't walk, wheel or cycle because it feels unsafe and unpleasant to do so.

More people will choose to walk or wheel their short journeys if routes are safe, clean and well-maintained. Daily physical activity can help prevent and manage chronic conditions and diseases, including cancers, heart disease, type 2 diabetes and depression. Attractive places to sit, rest and meet others bring communities together and help to combat loneliness. Fewer vehicles can also improve air quality, supporting those with asthma and other lung conditions.

With a Liveable Neighbourhood everyone can still drive where they need to, access all properties, have deliveries and be accessed by emergency vehicles. In fact it results in less congestion for those who need to drive, and in London emergency vehicle response times have improved. It is sad to see a small minority of people who are completely misinformed, but objecting loudly to the Liveable Neighbourhood based on many misunderstandings and false claims which have been spread by objectors such as Piers Corbyn, and are not even from Bristol.

It was wrong that a small group of protestors held up the East Bristol Liveable neighbourhood trial for so long, and Bristol City Council was completely right to finish installing this overnight. Ultimately this is only a trial, and has followed very extensive engagement with the community.

Statement 52, Amber Bloom, Support for the City Council's Liveable Neighbourhoods programme

I am writing to express my utmost support for the City Council's Liveable Neighbourhoods programme, including the one planned for where I live in Southville, Bristol.

Liveable Neighbourhoods will create safer streets for all, as well as improve health and wellbeing. They tackle excessive through traffic, speeding, and anti-social driving and therefore enable people to walk, wheel and cycle in their local areas. At the moment, far too many people don't walk, wheel or cycle because it feels unsafe and/or unpleasant to do so.

More people will choose to walk or wheel their short journeys if routes are safe, clean and well-maintained. Daily physical activity can help prevent and manage chronic conditions and diseases, including cancers, heart disease, type 2 diabetes and depression. Attractive places to sit, rest and meet others bring communities together and help to combat loneliness. Fewer vehicles can also improve air quality, supporting those with asthma and other lung conditions.

With a Liveable Neighbourhood everyone can still drive where they need to, access all properties, have deliveries and be accessed by emergency vehicles. In fact it results in less congestion for those who need to drive, and in London emergency vehicle response times have improved. It is sad to see a small minority of people who are completely misinformed, but objecting loudly to the Liveable Neighbourhood based on many misunderstandings and false claims which have been spread by objectors such as Piers Corbyn, and are not even from Bristol.

It was wrong that a small group of protestors held up the East Bristol Liveable neighbourhood trial for so long, and Bristol City Council was completely right to finish installing this overnight. Ultimately this is only a trial, and has followed very extensive engagement with the community.

Statement 53, Jenny Blue, EBLN trial measures

After an unacceptably long delay, I was pleased to see that some more of the EBLN trial measures have now been installed. Hopefully, the contractors will be able to instal the remaining elements soon including the Bus Gate at Marsh Lane and the Pocket Park at Ducie Road / Barton Hill Road. Whilst I don't expect the Council to publish a timetable as to when these measures will be implemented, I hope it will be soon.

It would be helpful if the Council would provide an updated as to when the four EBLN Bus Gates are likely to become operational. Presumably there needs to be time for those seeking dispensations to apply through the relevant process.

Those objecting at this late stage of the process seem to have forgotten that the council (when it was run by a Labour Mayor) consulted for years on the trial, with plenty of opportunity for anyone affected to contribute to the process and for their voices to be heard. Just because, however, some voices are very loud it does not mean that what some people want can be implemented. Those objecting now, also seem to have forgotten that the local Councillors in the area were elected on the 'ticket' of implementing the trial, and that is what is being done. There has been a lot of mis-information circulating about both the consultation process and the implementation of the trial. Unfortunately, the council seems to have do little to correct the mis-information. The statistics from the TRO consultation (where people were asked if they wanted to object to the proposals) is mis-used by some campaigners as a sort of public vote against the scheme.

There has been a lot of criticism of the early morning implementation of some of the elements of the trial. But, in a few hours more progress was made than at any of the previous (day time) aborted attempts to install the Bus Gate on Avonvale Road. Even with security and police presence, protestors were still able to prevent the early morning implementation of the Marsh Lane Bus Gate. In the meantime, the project in incurring more costs.

Thank you Councillors for what you have done so far. Can you now please implement the remainder of the trial so that the residents of east Bristol can benefit from the changes that the scheme is sure to bring.

Statement 54, Katherine Thomasset, Support for the City Council's Liveable Neighbourhoods programme

I am writing to express my utmost support for the City Council's Liveable Neighbourhoods programme, including the one planned for where I live in Bristol (Southville).

Liveable Neighbourhoods will create safer streets for all, as well as improve health and wellbeing.

They tackle excessive through traffic, speeding, and anti-social driving and therefore enable people to walk, wheel and cycle in their local areas. At the moment, far too many people don't walk, wheel or cycle because it feels unsafe and/or unpleasant to do so.

More people will choose to walk or wheel their short journeys if routes are safe, clean and well-maintained. Daily physical activity can help prevent and manage chronic conditions and diseases, including cancers, heart disease, type 2 diabetes and depression. Attractive places to sit, rest and meet others bring communities together and help to combat loneliness. Fewer vehicles can also improve air quality, supporting those with asthma and other lung conditions.

With a Liveable Neighbourhood everyone can still drive where they need to, access all properties, have deliveries and be accessed by emergency vehicles. In fact it results in less congestion for those who need to drive, and in London emergency vehicle response times have improved. It is sad to see a small minority of people who are completely misinformed, but objecting loudly to the Liveable Neighbourhood based on many misunderstandings and false claims which have been spread by objectors such as Piers Corbyn, and are not even from Bristol.

It was wrong that a small group of protestors held up the East Bristol Liveable neighbourhood trial for so long, and Bristol City Council was completely right to finish installing this overnight. It also seems that the large amount of coverage to the few people protesting the trial has outshaded the views of people who think it is a good idea, and potentially gives an incorrect and unbalanced view to those who are undecided. Ultimately this is only a trial, and has followed very extensive engagement with the community.

Statement 55, Rosa Kell, Bus Services

We welcome the upgrade of Bus stops in Temple way and bus and coach services taxis priority measures but the scheme need to be fully intergrated with the Transport hub at Bristol Temple meads station on the Friary Transport Interchange and new station entrance and moving on the car park to the southern Entrance Transport hub with bus stops.

Bristol Temple Meads station is a very important Transport hub for bus passengers into Bath and North East Somerset council and Somerset unity council.

Temple way bus stops and shelters with realtime information systems cctv lighting seating and drop kerbs and castle kerbs are welcome in the Bristol Temple meads Temple Quay master plan on intergrated Transport Interchange including access ferry services.

On Queen road and Park street scheme

We welcome this scheme on Public transport public realm and coach stopping facilities for Bristol University by National Express coaches limited and Flixbus coaches But the scheme needs move discussion with disability equilities groups bus and coach passengers and the west of England mayoral combined transport Authority and North Somerset council bus service improvement plan panel and Board and a passengers forum meeting and the Tourist Board and Traders .

Especially on the bus gate proposals and access for residents shopper and blue badge holders.

Redcliffe way and Bedminster bus priority measures and scheme is welcomed

On Bus services

We welcome the 3 new bus services to provide by the west of England mayoral combined transport Authority and Bristol city council funded by the Transport levy and clean air funding across South Bristol, East Bristol and North Bristol to be operated by First group plc west of England bus services. However from April 2025 We still have bus cuts in the city Region With service reductions on service 50 From Bristol city centre Broadmead shopping centre oid market street Easton Stapleton road Station for metro west Railways services to North Bristol Stapleton and Frenchay. Services x47 From Bristol city centre to Eastville park, Fishponds oidbury court Downend,

Both services are reduced in times and operating hourly frequency instead of half hourly.

Leaving communities including the west of England centre for disabled living with a reduced Bus service. This one of the poorest communities in Greater Bristol.

Service 374 375 376

Taunton/ Bridgwater bus and coach station/ Yeovil bus and coach station To Street Glastonbury Wells bus and coach station Chewton Mendip Farrington Gurney Clutton Pensford whitchurch Hengrove Knowle Totterdown Bristol Temple meads station Bristol bus and coach station. 376 Yeovil bus and coach station to Wells Bus and coach station and Bristol Bus and coach station via Bristol Temple meads station Is due to be enhanced by Somerset council in April Evening and Sunday services. Using Somerset council revenue support bus services improvement plan funding.

Services 126 Wells bus and coach station to Westbury sub Mendip Draycott cheddar Axbridge Winscombe Banwell Locking weston super mare bus and coach station is being enhanced on monday to Saturdays But will not operate via Weston super mare Hospital bus hub. So will passengers will need a through ticket from Weston super mare interchange bus and coach station to the Hospital at uphill.

We are very concerned about the cut backs in the Bath spa bus and coach station Midford Norton St Philips Rode Beckington and Frome Town centre sainsburys D 2 D2x Which will no longer operate via Mellis Radstock Peasdown st john Bath spa bus and coach station. By via the A36 .But the cut back in frequency is of concen to passengers

Services 45 Bristol city centre Broadmead shopping centre , Cabot circus, oid market Lawrence hill Station, St George, Hanham longwell Green to Bitton connection for Services 19 via Bitton Kelston weston Bath spa bus and coach station via the Royal United Hospital in Bath .

The reason the new First Group plc west of England new Electric buses can not get under the Bath road railway Bridge due to the high sign This has now been resolved On the Bristol to Bath cycle walkway and the Warmley to Bath Bitton steam Railway. But it very important to maintain the very important link from East Bristol to Bath link the only other option is to travel to Take the 19 from Kingswood town centre to Bath spa bus and coach station or 17 from Kingswood Town centre to keynsham Railway station and First group plc Greater Western trains company limited GWR Train services to Bath spa Transport Interchange and Back to the Royal United Hospital.

Services 19

This route has still not been sorted out by the west of England mayoral combined transport Authority and First group plc west of England. The Bristol Parkway station uwe bus and coach station, Bromley Heath Downend , Staple Hill ,Kingswood Warmley Oidland Common ,Bitton Kelston weston and Bath spa bus and coach station . The service no longer operate via stoke Park, Stapleton and Frenchay to Downend Staple Hill Kingswood where Residents can get to Doctors surgery's schools college's even basic Food shopping and leasure facilities. These are government requirements for bus services improvement plan and public transport Network. The service has been cut back at Night

the service from Bath spa bus and coach station to weston Kelston Swinford Bitton oidland Common Warmley Kingswood Staple Hill to Downend not serving uwe Bus and coach station and Bristol Parkway railway station for metro west Railways services to Yate, Charfield new station for Wotton under Edge, cam and Dursley Gloucester central Cheltenham spa Ashchurch for Tewkesbury Worcester Shrub Hill Worcester Forgate Street.

This leaves the poorest workers care workers nurses Doctors night time economy workers with No Bus services to connect with other bus at uwe bus and coach station Bristol

With the y 1 y2 y6 Bristol bus and coach station,Gloucester montpellier station approach Horfield Common ,Southmead hospital bus and coach station, cribs causeway bus station Bristol Parkway railway station Winterbourne Frampton Cotterell Yate Park and ride site Yate railway station yate bus station chipping Sodbury Wickwar Charfield Wotton under Edge Stroud Merry Walk bus and coach station.

Y1 y2 Bristol city centre to Winterbourne Frampton Cotterell Yate Park and ride site Yate railway station yate bus station chipping Sodbury services were cut back

By west of England mayoral combined transport Authority officers not the mayor Dan Norris when the Election the General election took place We're cut back this needs and urgently sorting out through an enhanced partnership with First group plc Wales and West buses Division and Stagecoach west

Services 61 westlocal Bristlington to the Dings oid market Bristol cabot circus Bristol Broadmead shopping centre city centre Harbourside needs a review

And the bus is carring 1 passengers a journey at £ 60 of UK Taxpayers money.

The other west loical services are carrying passengers - 534 Fishponds to East Bristol, 532 Keynsham to Emerson Green, P1 Bristol to Winford, X91 Bristol to south Bristol and Chew valley services are carrying passengers. Services 40 Avonmouth to Henbury and cribs causeway bus station is carrying

On infrastructure

Which should be transferred to the west of England mayoral combined transport Authority like all other combined Authority's ie Greater Manchester combined Transport Authority mayor Andy Burnham, Liverpool City Region mayor Steve Rotherham and West Midlands combined Transport Authority mayor Richard Parkin.

We need to get the west of England mayoral combined Authority out of special measures best value notice so North Somerset council can join and in future Gloucestershire unity Council and possible Swindon borough Council

The west of England mayoral combined transport Authority is smallest in England.

We are please that the west of England mayoral combined Authority is now out of special measures.

But still has a government improvement panel for 6 months.

And that North Somerset council is being allowed to join after may mayoral Elections.

We welcome the Bus improvement plan city regional Transport fund

Work on the A367 Bath spa bus and coach station to peasdown st john Radstock Westfield midsomer Norton paulton Pensford whitchurch Hengrove Knowle Totterdown Bristol Temple meads station Bristol bus and coach station corridor. But need fully accessible interchanges

At Barh circle Hospital peasdown st john Radstock Midsomer Norton paulton Clutton Pensford and whitchurch we welcome the A37 bus priority measures from whitchurch to Bristol city centre

But need real time information displays

Drop kerbs and castle kerbs good lighting for and community safety.

We like to see the scheme extend to Wells bus and coach Glastonbury and street vis Shepton mallet interchange and Chilcompton jointly with Somerset unity council

On portway Bus priority schemes walking and cycling schemes

We welcome this scheme funded by UK government and the west of England mayoral combined transport Authority and Bristol city council But after a lot of meetings it appears that the basic access to cross the road. At sea mill from the Park and ride bus service and 41 from Avonmouth, shirehampton sea Mills stop at sea Mills but passengers with reduced mobility and partly sighted passengers Have difficulty crossing the A4 at that point and at shirehampton Railway station. From the village and interchanges Bus stops because of a none accessible Footbridge. To catch the metro west railway Network service to Avonmouth Dock St Andrews Road seven Beach railway and in Future to Henbury and Filton North for the Arena. While the west of England mayoral combined transport Authority can not afford to remove the Bridge we are told

No alternative crossing has been put in place this dispite the labour government intergrated Transport white paper and policy on Devolution equalities and Devolution being put top of the Labour government agenda.

We also concerned about the lack of progress on the Portway interchange bus gate for bus services from the Portway to Avonmouth Dock and sevenside and Lawrence weston Henbury and Portishead. Which were supposed to be a top priority for Bristol city council, Bristol Port company limited/ west of England mayoral combined transport Authority.

But we welcome the extra bus coach and Taxis lanes and the walking wheeling , cycling route especially along the Avon Gorge and clifton suspension Bridge will help Tourism. This scheme is not very intergrated under the government policy on Intergrated Transport.

These scheme do need to come for discussions at the west of England mayoral combined transport Authority and North Somerset council bus advisory panel for discussions including equality and diversity input. Can we see the equalities impact assessments for this scheme.

On the the A 37 A4018 scheme we welcome this scheme in from Queen road to park street and colleges Green Section by are very very concerned about the publication of poster and publicity that was never discussed at west of England mayoral combined transport Authority and North Somerset council bus service Advisory panel or Board or any bus forum.

Department for transport funding requirements for all bus and coach policy.

This does not help get the west of England mayoral combined transport Authority out of special measures or best value notice. The scheme fails to mention 11 bus and coach services are efficient by the scheme Bus routes . This is despite a lot of offers user group discussion on the scheme in the past in Bristol city council The Highway Authority.

Services 1, 2 2a 3, 4 5 8 71 y6 505 Transport for Wales coach service Chepstow bus and coach station to Bristol bus and coach station. T7 National Express coaches limited 40 Bristol white Tree clifton Trangle , Bristol bus and coach station operator on this route Flixbus coaches network.

With a National Express coaches limited stop on Queen road for the university which need a accessible coach stop. But passengers are say to me on the misleading publication on bus and in west of England mayoral combined transport Authority and North Somerset council offices .

Bus and coach station

Nothing To do with us it bus service 2 only not even 2a. The bus service improvement plan is about bus services corridors in the city Region Transport strategy funding. Not about one bus Transport company First group one bus route.

This was a old Bristol city council ideal before the west of England mayoral combined transport Authority and North Somerset council bus service improvement plan funding. We need to urgently include all bus service improvement plan Services in the publications and marketing.

Stagecoach west First group plc Wales and West buses Division Transport for Wales Newport bus company and National Express coaches limited Flixbus also use this corridor.

Tourist coaches

We need all bus passengers stakeholders walking and cycling groups equalities and safely groups Include in the consultation. and publicity at clifton Down station interchange with Metro west railway Network and West bus services .

We would welcome the Closure of park street to all but local visit and Tourists especially people shopping. And traffic rerouted via Jacob Wells Road and Hotwells road . But not via the regional Hospital UHTB W BRI Eye Hospital Dental Hospitals children Hospital Hearts institute and BOHC.

The Air Quality is poor and we do support more cars and lorry's past the Hospital patients come from all over the south west of England to these Hospitals But we need to be clear on publication as the road lobby will oppose this scheme. The sustainable transport and public transport stakeholders views need to herd not just bus 2 passengers. The route of which are changing from April 2025 in the Henbury area .

On metro west Railway Network

We need to push ahead with the Henbury loop railway services from Henbury for cribs causeway planning permission required and Bristol zoo to FILTON NORTH FOR THE ARENA need to move to construction for jobs economy Development growth and new homes on Filton Abbey wood Ashley Down station Bristol Stapleton Road Bristol Lawrence hill Bristol Temple meads line and Bristol Temple meads station, Bristol Lawrence hill Station Bristol Stapleton Road station need lifts for passengers with reduced mobility and partly sighted passengers as do Bedminster, Parson street Ashton Gate, Pill Portishead route Ashton Gate to sev the new Devopment in the area .

Other Railway issues are local fares are 2 high on the Bristol Temple meads station to weston super mare and Taunton line and on the Bristol Temple meads station to Filton Abbey wood and Gloucester Cheltenham spa and Worcester Forgate Street Line. Ashley Down station to Bristol Temple meads station is an example.

The Bristol Temple meads to Avonmouth Dock and seven Beach railway station line is set by the west of England mayoral combined transport Authority and mayor Dan Norris.

We need to make progress on intergrated Transport Network for Greater Bristol and Bath city region

Buses coaches trains / Tramtrains Ferry's services in investment in Ferry's accessible Ferry's and landing stages. Intergrated Transport with buses taxis coaches National Express coaches and Trains.

With a bigger Region Transport Authority for the west of England mayoral combined transport Authority with North Somerset council/ Gloucestershire Council and Swindon As well as Bristol city council Banes and South Gloucestershire county council.and unity Somerset council

And boundary review for Bristol city council south Gloucestershire county council and unity Gloucestershire council as part of the move to Devolution and city Regions. We must work to get an intergrated Transport Authority for city Region

We welcome the awarding on the west link Demand responsive bus services Tender for Aztec medical services by we DRT to Slough bases Thames Valley Transport who run Demand responsive bus services for the Cambridge and Peterborough mayoral combined Authority .

Statement 56, Matt Sanders

Title: Cumberland Road Bus Gate — design-faults in the Cumberland Road Bus Gate

I have brought the Council's attention to numerous design-faults in the Cumberland Road Bus Gate, which have made it one of the highest-grossing bus gates in the country.

As well as non-compliance with mandatory specifications of the **Traffic Signs Regulations and General Directions**, I've demonstrated countless deviations from **The Traffic Signs Manual**.

In statements and press releases, Council officers repeatedly claimed:

"The signage installed surrounding the Cumberland Road Bus Gate is compliant with the latest guidance and legislation from the Department for Transport..."

Yet that is simply **not true**.

“Adequate Information”

Adjudicators at the **Traffic Penalty Tribunal** have decided many cases in favour of the Council — so officers claim that means their signage is compliant.

But those adjudicators are not judging whether the signs comply with the DfT’s specifications.

The role of the adjudicator is simply to decide whether — for that single driver — the Council installed signs which provided “*adequate information*” about the bus gate.

Some adjudicators consider that, if there are two blue Bus Route signs present, then that is enough to provide “*adequate information*”. So they disregard deficiencies in the **advance warning signs** installed on the approach.

Often, they confirm that signs and road markings could be improved — but then ignore those issues, in reaching their decision.

So those decisions are absolutely **not** confirmation that all signage is compliant.

“Substantial Compliance”

Even when adjudicators consider that “*adequate information*” has been conveyed by the bus gate signs, they are not confirming compliance with the DfT’s specifications.

A Court of Appeal decision from 2011 ruled that, when assessing the “*adequacy*” of information, it is not vital that there be “*absolute and strict compliance with the statutory specification*”.

Instead, there need only be “*substantial compliance*”.

But of course — like any judgement about the “*adequacy*” of information — any assessment of “*substantial*” compliance is entirely a matter of opinion.

A Conflict of Interests...?

Let us here acknowledge, that — despite claiming to be “independent” from the authorities issuing Penalty Charge Notices, the Traffic Penalty Tribunal itself is operated by a Joint Committee of those very authorities.

And all funding for the Traffic Penalty Tribunal comes from a **levy of 25p on every PCN issued** around the country.

Therefore, as this location has issued 65,000 PCNs, the Tribunal itself has directly “**earned**” **£16,000** from the Cumberland Road bus gate. And future income would of course be reduced, if Tribunal adjudications led to an improvement in the signage...

This presents an obvious **conflict of interest**.

So that calls into question the adjudicators’ (subjective) assessments of the “*adequacy*” of information — along with their (subjective) assessments of whether compliance with the DfT’s specifications is “*substantial*”.

The Public’s Perception

The general public is not aware of any of this — so reasonably assumes that Tribunal decisions are truly independent.

So Council officers use Tribunal appeals which went their way, to claim that their schemes are compliant.

Yet this scheme has failed to comply with countless aspects of the DfT's guidance — so that's why it has seen so many contraventions.

Excessive Non-Compliance

Officers claim that high numbers of contraventions do not necessarily mean that signage is inadequate.

But that is contradicted — not only by common sense — but also by the **Traffic Management Act 2004** — which says:

“If local authorities detect hot spots where a disproportionate number of PCNs are issued or representations or appeals are being made, that should alert them to a possible need to review the cause.”

And...

“If non-compliance at a particular location persists at the same rate for a long period of time, that should alert the authority to a possible need to review the lay out and signing of the restriction, including warning and advisory signs along the route...”

In recent winter months, the number of contraventions has declined. But when tourists return to this locale in the spring — to visit the Marina and SS Great Britain — the contraventions will go up again.

There is an obvious need to *“review the lay out and signing of the restriction”*.

Dishonest Claims

While the public do not realise that the Tribunal does not judge whether signage is complying with the DfT's specifications, Council officers are well aware.

So any claims that the scheme is compliant, just because they have won some Tribunal appeals, are blatantly dishonest.

Such claims merely acknowledge that the Council is only doing the bare minimum necessary, in order to persuade adjudicators that the signage provides *“adequate”* information.

Satisfied with “Adequacy” ...?

But is *“adequacy”* really what the Council should be striving for?

What about *“excellence”*?

What about doing the job **properly**?

What about following the DfT's guidance, and doing the best job possible — as any reasonable person would expect...?

Not only would this be a more honourable way of treating the public, it would actually make the bus gate more **effective** — which is the Council’s stated reason for installing it, in the first place.

Untrue Statements

In all those press releases, officers did not claim that their signage is *“substantially compliant”*.

They claimed that it is **ACTUALLY** compliant.

They wrote:

“The signage installed surrounding the Cumberland Road Bus Gate is compliant with the latest guidance and legislation from the Department for Transport...”

But the signage is demonstrably **NOT** compliant with *“the latest guidance and legislation”*.

So those officers have misled the public.

Defrauding the Public...?

Failure to comply with the DfT’s guidance — and only doing the bare minimum needed to reach the **very low bar** set by the Tribunal — can only be seen as a deliberate strategy to defraud the public.

And if councillors and senior executives turn a blind eye, it conveys the impression that they have absolutely no regard for the public interest — and are only interested in raising revenue for their latest unwanted vanity projects.

By allowing this situation to continue, all parties become complicit in the wrongful conviction of thousands of motorists.

This should stop.

Statement 57, Brendon Taylor, Metro west Railway Network and access Railway stations and bus interchanges Greater Bristol

As a wheelchair user from sea Mills Bristol and a member of Bristol disability equities forum and south Gloucestershire county council disability network. and a traveling the bus and railway network.

I still get left behind on the bus network when Mothers with buggies don't let me on to the bus network service 41 Bristol Broadmead to Avonmouth Dock service.

Waiting up an hour for a bus home to sea Mills with the bus driver the bus had to cancelled and I was unable to get on the next bus service.

By First group plc Wales and West buses Division.

But stagecoach west buses if their a problem send me a Taxis to get me home in their customer charter if can get on their service provided for the west of England mayoral combined transport Authority and North Somerset council or Gloucestershire Wiltshire or Swindon Borough Council or the Falcon coaches services to Devon Plymouth coach station part of megabus Scottish City link.

The west of England mayoral combined transport Authority and North Somerset council bus service improvement plan passengers charter is not consistent for passengers with reduced mobility wheelchairs users can this be reviewed and more staff training is required at First group plc Wales and West buses Division on the law and wheelchairs space for passengers with reduced mobility they should not be left on the streets at Night and on Sundays with limited bus services as I was in Bristol Broadmead on Sunday 9th March 2025

I use the metro west railway Network funded by the west of England mayoral combined transport Authority and North Somerset council Mayor Dan Norris.

I hope North Somerset council will soon join the west of England mayoral combined transport Authority after the next may mayor's Elections.

I travelled recently on the Train services to Bristol Ashley Down station which was very good from sea Mills station on the Severn Beach to Bristol Temple meads station line I can not change trains at Bristol Stapleton road or Bristol Lawrence hill as there are no lifts for passengers with reduced mobility and partly sighted passengers. Similarly at Bedminster Parson street and Nalisea and Backwell stations and Weston super mare and Cheltenham spa station have no Disabled access.

So caught the Train from Bristol Temple meads to Ashley Down Brand new station after 60 years reopened fully accessible except Bristol city council and West of England mayoral combined transport Authority had failed to provide the promised bus interchange on Muller Road due to be completed as part of phase 2 A .

I hope all the stations to be open at Filton North for the Arena planning permission with south Gloucestershire county Council. Henbury for cribbs causeway and Bristol zoo Will be accessible with ramps and lifts and bus and coach interchange open at the same time as the stations

Similar with Pill and Portishead line stations and interchanges facilities at Charfield for Wotton under Edge on the Bristol Temple meads station to Filton Abbey station Bristol Parkway railway station, Yate, Charfield new station Cam and the Dursley Gloucester central Cheltenham spa Ashchurch for Tewkesbury Worcester Shrub Hill and Worcester Forgate Street route .

At Present Bristol Parkway is not accessible and has been for 8 months.

On the day I tried to catch bus 17 home to to Southmead hospital bus station from Ashley Down station. I was unable to use the bus stop as it was overgrown and closed to wheelchair users so I could not Board the 17 bus to Southmead hospital bus station and service 10 11 Southmead hospital bus station to sea Mills stagecoach west buses.

Can the chair of the joint committee and the west of England mayoral combined transport Authority mayor Dan Norris. Please sort out the bus stops at Ashley Down station for services 17 and 24 . And cut the undergrowth back urgent please. We also need local train to be full accessible to disabled passengers the IET unit inter city main line train do not fit on local station like Ashley Down Filton Abbey wood, Yate and cam and Dursley stations and Ashchurch for Tewkesbury

Disabled passengers travel in the corridor can we push the Department for transport and secretary of state for Transport Hydi Alexander mp and lord Peter Railway minister replace these train urgent with First group plc Greater Western trains company limited GWR as is the plan next year with trains from Devon and Cornwall when the 175 go their 166 165 158 come to Bristol area and more rolling

stock on cross country train Arriva 1sq capital services from weston super mare Bristol Parkway and Bristol Temple meads and Bristol Parkway station to the Midlands the North and Scotland.

We need all the 221 222 units off lease to go in service on this route not just 12 units as planned from may 2025 Their are another 10 units sitting in sidings.

Finally on the proposal to change the bus arrangements around Bristol Portway we need level access across the Portway park and ride site to Portway park and ride station for bus services interchange, shirehampton railway stations i can not use the Bridge sea mills station from the shirehampton and sea mills village centres the Bus service and the Bristol seven Beach to Bristol Temple meads station, railway line metro west

On Bristol Temple meads station Temple Gate Temple way and Redcliffe way to union street and Broadmead this totally unacceptable as wheelchair accessible passengers need to travel to the shops in Broadmead not to the bus and coach station.

We need Penn street and Horfair keep open and the main exit for Bristol bus and coach station keep once for bus services to North Somerset and Somerset and national express coach services limited and Flixbus. Cycle lane are fine but not major use to wheelchair users unless with special bike

To go ahead with the important improvement for bus and coach passengers at Queen road and Park street but please consult with disabled passengers on the public Transport Network

I welcome the change of contractor on westlink Demand responsive bus services Tendered from Ezeec medical services to Thames valley Transport

And we DRT. I got no shows westlink bus services at Filton Abbey wood station/ Yatton for cleveland station and at Southmead hospital bus station.

Hope the new operator provides services for passengers with reduced mobility and partly sighted passengers wheelchairs users.

And the yate railway station yate bus station chipping Sodbury Wickwar Charfield Wotton under Edge Stroud Merry Walk bus and coach station Service is restored soon.

Hope my view are listen to to as a young disabled person.

Statement 58, Caroline Dunn, East Bristol Liveable Neighbourhood and non-compliance with PSED Article 149

I am extremely concerned about both events in east bristol and the possibility of a grenfell fire disaster and I am yet again discussing the Council's apparent non compliance with PSED Article 149 of the 2010 Equalities act.

The E BR.L N scheme has been set up without any real consultation with disabled people . There was an apparently manufactured disability group referred to which has been admitted to not be a group and to be non existent. I actually now doubt any real consultation as disabled residents are particularly dependent on supermarket deliveries, they can be essential for food and it is clear that

what is going on there if one drives over and looks does not enable these, quite the reverse. A consultation would have prevented that.

I ask the council to stop this scheme forthwith until these issues of non consultation and non compliance can be properly examined and dealt with in accordance with the 2010 law.

I am totally shocked that rather than do this, a decision was taken to walk into the area at 3am with the police operating maggie-thatcher style like an army of the authorities. It gives all the appearance of living in a police stateIf BCC has to operate like this BCC has clearly already lost the argument IMO. MY council which I pay towards has shocked the world as this was in The Times newspaper , and apparently international news. MY council has brought its name and therefore the name of my adopted city into total disrepute with its putinesque -style land grab. I call for calm, responsible , reasonable behaviour by our local council and I SHOULD NOT HAVE TO !!!

With consultation some ideas could have been brought into implementation and helped to achieve the goal - purportedly cleaner air - without any fuss. Others could have been discussed with due regard for the processes of legislation, and done so through the normal mechanisms of public debate and civilized resolution. There has been no consultation and no attempt to negotiate . AND - There was nothing “civilized” about last Thursday 13th March . It seems to me that what has been operating yet again is the old regime ideology and hatred of people using their cars , irrespective of whether they actually really need to . This is just not acceptable behaviour . There are long standing mechanisms for dealing with disagreement and none of them seems to have been being used . At any point - despite , the residents tell me , their attempts to cooperate with THEIR council .

We all want CONSULTATION not Ideology . And RATIONAL BEHAVIOUR and not the squandering of taxpayers money. And disabled people need it desperately ... and yet you have a golden day motion of making Bristol the “ most accessible city “ !

Furthermore This imposition of ideology has all been done - very clearly if you go there - without any regard for the safety of residents and especially disabled residents .

If there were a serious fire in this locality now ,I am sure the whole area would go up like a tinderbox because apart from anything else , the fire engines would not be able to either get there , or get there fast enough . I spoke to a lady who lives in a highrise last week , and she said that the fire engines were taking a great deal longer to get there to turn off false fire alarms . Do we REALLY want to be responsible for another Grenfell ???

If there were a gas explosion and such things do occur , I think it would be impossible for A&S police to carry out any effective , never mind fast , evacuation . And again we would have possible major loss of life . The police would be tripping up all over themselves , and my concern is that disabled people who can neither walk far or indeed often AT ALL ,would be inevitably left to burn . I call for this project to be halted forthwith pending both a full and thorough investigation of the safety aspects in the event of a fire , based on real training call-outs at several different times of day , so real -life data ,and a report back on the feasibility or otherwise of all individual parts of this scheme .

And I mean the real fire service working out of fire stations in bristol , using fire engines every day , and in the area - not some office tickbox procedure .

I also call for it to be halted pending a proper investigation by A&S police with especially a clear and FEASIBLE evacuation plan for all disabled residents .

I want both these services to report back with any obvious safety issues and proper recommendations.

AS I say , I am sure this project contravenes Article 149 . On this basis alone it should be halted and reworkedbut Even More to the point I think it constitutes a major serious safety issue to ALL residents , with the possibility of a full-blown major disaster akin to Grenfell in Bristol especially as this area has many high rise blocks just as Grenfell was .

I call on all the people in power in the Bristol area in the various relevant organisations to take responsibility and act . Give another long hard look at what is actually needed , CONSULT , INVESTIGATE , and ACT NOW to prevent a disaster on the residents' doorsteps.

We will hold you ALL accountable if you ignore this sensible warning .

Statement 59, Lizzy Hynam, East Bristol Liveable Neighbourhood

Over the past months I have been following the events of the gradual implementation of the 'East Bristol Liveable Neighbourhood' and of the effects on my local/ neighbouring community. I live just outside of the boundary and the main effect that it has had on me personally is the lengthening of my journey home from work by about 20 mins, which is when I hit the congestion on Blackswarth on the return journey from work in Hengrove, which in total is now 1 hour. Luckily for me, my route / timings to work avoid the rest of the chaos and congestion described so far by others.

I have tried cycling and buses (one to centre and another out) and it adds too much time to an already long and demanding day.

I am in the privileged position that I have only one job in one location. I do not consider myself disabled, I no longer have children living at home and have no extended family members to care for daily. From my perspective, it would be easy to wonder why the extreme opposition, upset and anger towards the scheme. Who wouldn't want quieter, 'safer' roads ?

One might be tempted to assume that the opponents are lazy 'entitled' car drivers who can't be bothered to change habits. However, on listening to the experiences of others who are not in the same position as me, and putting myself in their shoes I hear how much the intensity of demands and responsibilities each day impacts on their travel arrangements. Managing everyday modern lives, demands of earning enough money to simply exist, pay for accommodation, caring for and providing for your family is no longer simple. People have a LOT to fit into their day and to do all this by public transport is not always possible and drastically reduces the time you have left for the everyday essentials such as being with your children in the home, cooking, etc

Many people I have met / heard about have several jobs. Sometimes 3 jobs each day! These days the cost of housing and all the other costs of living demand that both parents have to work and sometimes several jobs! Parents are having to drop kids off at school (perhaps on route to work, perhaps first going home again) and then on to work with not enough time to get to the workplace by public transport and then back again to pick up kids the end of the day. Others are also needing to fit in visits to care for elderly family members daily.

We are hearing of larger vehicles getting stuck and back up of traffic behind... Ambulances unable to get through ...Taxis and other services to the area such as plumbers no longer wishing to take on jobs in the area due to the excess travel time..... Of quieter streets at night where women no longer feel safe to walk..... of business in Barton Hill already experiencing less footfall and reduced business as a result.....accessibility time to essential services and journey time for disabled people effected.

It is becoming apparent that this scheme is being delivered in a way in which measures are enforced with advice based upon 'ideal-world scenarios', forced onto residents to 'find other routes /other ways' to go about their journeys.

The council claim extensive consultation re the scheme prior to implementation and of involvement in consultation with the residents. But many I have heard claim not to have had this opportunity or to have it in an accessible form. Of those that did respond most were not in favour of the scheme. There has been a lot of feedback from local residents since the scheme was implemented yet it appears that their comments are not being responded to/ plans not adapted.

This "Liveable Neighbourhood" scheme looks and feels to be instead to be demonstrating 'soft authoritarianism,' in several key elements of how control can be imposed under the guise of public good, despite overwhelming resistance from the affected community. E.g.

1. Controlled Democracy (Illusion of Choice)

The scheme was supposedly a trial, implying that the public had a say. However, despite massive opposition (petitions, protests, and council sessions), the plan moved forward because the decision was already made behind closed doors. The government framed it as a "consultation," but in reality, the £6 million investment meant the outcome was predetermined.

2. Media Manipulation

The media amplified the minority voices that supported the scheme while ignoring or misrepresenting those against it. This is a hallmark of soft authoritarianism—controlling the narrative rather than outright banning opposition. The concerns of disabled individuals, ethnic minority workers, and struggling families were either ignored or dismissed as "selfish" or "anti-progress."

3. Economic Leverage

The restrictions make daily life difficult for working-class and lower-income families, disproportionately affecting those who can't afford to move. Over time, some may be forced to sell their homes (if they can – already I am hearing of people having difficulty selling their homes since the scheme was implemented). Some have been forced to leave their jobs—a form of economic coercion.

4. Subtle Repression of Dissent

People protested each new restriction, delaying the inevitable, but the authorities bided their time. Instead of facing them in broad daylight, they struck at 3 AM—a calculated, authoritarian move.

They brought police, security, drones, and surveillance cameras—not in response to crime, but to enforce a deeply unpopular policy.

Instead of openly debating or justifying the decision, they imposed it through stealth and force.

5. Surveillance & Control

The final stage involved mass surveillance—bus gates with fines, roadblocks, and CCTV monitoring.

It would seem that authoritarian enforcement methods create a controlled society, not a "liveable" one.

Statement 60, Salem Bennett, East Bristol Liveable Neighbourhood

My name is Salem Bennett. I live inside the East Bristol Liveable Neighbourhood (specifically Bartonhill) I am concerned that the hundreds of new homes being built at Silverthorne Lane (which are needed because of the housing crisis) could lead to a much higher level of congestion thereby making the area less safe for children and make the air I breathe more toxic.

In 2024 the council obtained an electoral mandate to implement the ELBN which is why I was frustrated that the measures where I live weren't being put in place because of protests. You only need a small amount of people to put themselves in the way of roadworks to stop them from taking place and a minority such as this shouldn't be allowed to indefinitely hold up improvements to the area that the council have the mandate to implement.

I don't think anyone wanted the planters to be installed at 3am, facilitated by 60 police officers but the only alternative way to do this would have been to arrest the protestors which I think would have been even worse.

Statement 61, Councillor Emily Clarke, Bedminster Bridge

It's clear that improvements are needed to Bedminster Bridge. Bedminster Bridge is the bridge that links South Bristol to the rest of the city. It's currently unsafe for cyclists and pedestrians and is a nightmare for drivers trying to cross or get into the city. Improving this junction for pedestrians and cyclists will be all the more important with new residents moving into Bedminster Green and Mead Street soon. Better active travel infrastructure is sorely-needed in this area, so I welcome efforts to upgrade the current active travelling infrastructure – which simply isn't good enough in its current state.

I am supportive of improvements being made but these need to be based on evidence. The report is missing key pieces of information, for example:

1. The report only assesses the equality impact on residents in Southville and Central wards. There is no equality assessment of the impact on residents in Bedminster ward or wards further south in Bristol. The impact of these proposals will be felt by people across South Bristol. I don't see how a decision can be taken without considering the equality impacts on residents across South Bristol.
2. The traffic count data this report seems to rely on is from Tuesday 8 September 2020. It uses the data from this date to say "The 2020 counts show that a very high proportion of journeys across Bedminster Bridges are via sustainable modes of travel". We all know that 2020 would have been an anomaly due to covid and so it would be misguided to make any decisions based on this. The bus and vehicle data for 2024 is marked as "awaiting". How can a decision be made when we are still awaiting the bus and vehicle data?

I struggle to see how members will be able to make such a key decision without either of these pieces of information.

Members also need to consider the public transport picture. For example, will the changes be accompanied by better bus routes including a bus route connecting Bedminster and Bristol Temple Meads?

I note that, as there is no Bristol ring road, this is the route people use in North Somerset and further afield to access Bristol or locations to the north and west of the city. Does the committee have data on these journeys?

On timing, I urge the council to make sure that any major works do not take place until works on the surrounding roads have been completed. The surrounding roads must all be open before any works on Bedminster Bridge take place, otherwise it will be total carnage.

Finally, I ask members to think carefully about how they speak about proposals like this. I am concerned that people pit cyclists and drivers against each other, creating hostility and division. Both exist in our city and I think it's our job as elected representatives to try and bring people together.

Statement 62, Councillor Fabian Breckels, EBLN

I've represented constituents in the Crews Hole area since 2007. I have been well aware of the narrow pavements and road once you go west of Butlers Close. Before the EBLN was a thing I was being asked about how pinch points like the blind crossing opposite Strawberry Lane could be made safer.

When the last government provided funding for a Liveable Neighbourhood I was involved in the consultations for the part of the scheme in my ward. I even organised a walkaround with officers and residents in the Summer of 2023 where the need for traffic calming, better pavements and crossings was made very clear, including buildouts with bollards at the blind crossing to offer pedestrians some protection and visibility when they needed to cross Crews Hole Road. The need to reduce and slow traffic down along this narrow part of the lane was made very clear.

I supported the East Bristol Liveable Neighbourhood (EBLN) as I wanted the safety improvements my constituents had been lobbying me for, delivered. The EBLN gave us a way to do just that.

Since the trial scheme has started, several things have happened. Road closures – particularly Beaufort Road I suspect, have led to traffic diverting to either Crews Hole Road, or down Church Road, where they have affected the bus services. I have been bombarded with complaints from constituents as the number of vehicles along Crews Hole Road went through the roof. What was happening was the opposite of what the council was trying to achieve, and constituents are concerned that if the scheme is left unaltered for 6 months, using Crews Hole Road as a short-cut will become a habit for many drivers.

It is clear to me that there were winners – those in Beaufort Road benefit from the loss of traffic, and losers – my constituents, for reasons I've just explained.

I have also been lobbied by those against the scheme, including those who don't live in my ward, because it seems I'm the only Councillor representing people in the EBLN willing to listen to both sides of the argument.

What would have helped calm things down a bit would have been for the council to try and mitigate the immediate problems with the first phase of the scheme. That would have demonstrated there was a willingness to adapt. Instead, private security and 28 police officers, as reported, complete with drones imposed the rest of the scheme on Barton Hill at 3am. The Police and Crime Commissioner is now investigating whether this is a good use of Police resources. There are other questions that need answers, namely who signed this tactic off and who is footing their bill.

What happened last week is not how you win people over. I was genuinely shocked - it's not like the Council is building the Berlin Wall. The EBLN is supposed to be a scheme to encourage walking and cycling by reducing, not eliminating, traffic. The tactics have polarised people who are either for or against the scheme.

Talking to those opposed to the scheme, making some compromises and rolling out an adaptable trial scheme would have produced less animosity.

So how do I feel about the EBLN now? To be honest my feelings are mixed. The safety improvements in Crews Hole Road are definitely needed regardless of what happens to the rest of the scheme. And of course, it's my job to represent my constituents when they tell me that so far, it's not working for them. What saddens me is the apparent refusal to bring people who had genuine reservations on board, by listening to, and acting on reasonable concerns.

For any form of the EBLN to work, compromise will be needed. The administration will have to be open to the fact that some road closures may have to come out, simply to keep the traffic on surrounding roads at a safe and manageable level. I suspect the final scheme, if last week's actions haven't finished a permanent scheme off, will be more about traffic calming, better pedestrian crossings, fewer modal filters and maybe slower speed limits. The narrowest part of Crews Hole Road has always been dangerous to drive along. Maybe this and some other roads would be safer some speed enforcement cameras. While I understand the need for bus gates, we will need some exemptions, especially for disabled people and carers, and how that will work must be spelled out.

Of course, we all want safer streets, but we have to bring people with us, especially with a scheme as far-reaching as the EBLN. We should be making changes with the communities concerned, not imposing them at the dead of night.

Going forward, it's critical that you work with the communities affected and listen to them, even if what they tell you is not what you want to hear.