

Public Forum for Full Council



Date: Tuesday, 6 July 2021

Agenda

1. Public Petitions received

Ref No	Name	Title	Planning to attend?
PP01	Luke Geach	Access to Public Toilets for Bus Drivers	Yes

(Pages
3 - 4)

2. Public Statements Received

Ref No	Name	Title	Able to attend?
PS01	Rob Harris	HMO Register	No
PS02	Bristol SEND Alliance	SEND	Yes
PS03	David Mullaney	Allotment Locks	tbc
PS04	Jen Smith	Skate Stops and Disability Discrimination	Yes
PS05	Clare Freshwater-Turner	Road Safety- Cranbrook Road- another accident	tbc
PS06	David Redgewell	Transport and Buses	Yes
PS07	Tom Bosanquet	pedestrian crossing over St. Lukes Rd	No
PS08	Penny Gane	Bristol Women's Commission Statement	Yes
PS09	Merche Clark	Libraries	Yes

(Pages
5 - 19)

3. Public Questions Received

(Pages
20 - 33)

Ref No	Name	Title	Able to attend?
PQ01 & PQ02	Johanna Spiers	Council's Green Spaces	No
PQ03 & PQ04	Julie Milton	Management of Council Land for Wildlife	No
PQ05 & PQ06	Roxanne Ismail	Council's plans for green spaces for wildlife	No
PQ07 & PQ08	Grant Mercer	A connected wildlife network in Bristol & management of the Councils verges and green spaces	No
PQ09 & PQ10	Tim Mason	Pesticide Policy	No
PQ11 & PQ12	Sarah Watson	Non-Council green spaces and landowners	tbc
PQ13 & PQ14	Sarah Thomas	Pesticide-free Council land and managing land for wildlife	No
PQ15 & PQ16	Dan Geerah	Management of the Council's own green space	tbc
PQ17 & PQ18	Robert Smart	Bristol City Council grassland and Environmental Emergency Action Plan	Tbc
PQ19 & PQ20	Nicola Earnshaw	Rapid Response to the Ecological Emergency	Tbc
PQ21	Our Air, Our City (Nigel Shipley)	Clean Air Zone implementation	Yes
PQ22 & PQ23	Suzanne Audrey	Access to Temple Island/ A4	Tbc
PQ24	Andrea Mackay	Cycling Gloucester Road	Tbc
PQ25	Katrina Billings, Bristol Clean Air Alliance	Clean Air Zone Update	tbc
PQ26 & PQ27	David Redgewell, South West Transport Network and Railfuture Severnside	Stakeholders and Passengers consultation & review of WECA	Yes

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STATEMENT PP 01

Submitted by Luke Geach

Title: Access to Public Toilets for Bus Drivers

I hope you have taken the time to read the petition statement and fully understand why the petition has been submitted.

The lack of adequate, clean and hygienic toilet and washing facilities for bus drivers, as well as other operatives, is a national disgrace. It is a matter that affects thousands of drivers and it is time for all interested parties to recognise this fact and address the problem once and for all.

The trade union UNITE commissioned a report entitled "the right to pee" report?

It highlighted how most people take access to a restroom in the workplace for granted, our workplace being the cab, but bus drivers often complete long runs without reasonable access to toilet facilities. For years drivers have avoided drinking water during the workday, relieved themselves into bottles or on the street, and even wet themselves. The problem is especially hard on pregnant and older drivers, those with bladder or bowel conditions, and for people taking diuretic medication.

The fact is, the discomfort and stress of "holding it in" makes it more difficult to operate a vehicle safely and effectively. Drivers report being distracted and driving faster when under this kind of pressure. One laboratory study found that not responding to an extreme urge to urinate affected attention and thinking as much as staying awake for 24 hours.

Bus drivers are especially limited by logistical constraints. According to a recent survey, 82% of drivers disclosed they regularly "hold it in" while they are on the job. Bus drivers are discouraged from leaving buses unattended, so we cannot take breaks in the middle of our routes. Due to the shortage of public restrooms, drivers often cannot use the restroom mid-route unless they have relationships with the area businesses.

Additionally, most bus routes are created by computer programs. These programs do not account for restroom breaks between runs.

When drivers are behind schedule, they face additional pressure to avoid breaks. As traffic worsens in most cities and routes remain unchanged, driving without breaks is becoming a more common phenomenon.

The fact is the discomfort and stress of "holding it in" causes negative health effects. Over 30% of bus drivers report urinary tract infections or kidney infections, compared to 11% of

the general population. Twenty-five percent have soiled themselves on the job. In addition to psychological distress, sitting in soiled clothing causes dermatitis and other skin issues.

New freedom of information figures gathered show there has been a 22% drop in the number of public toilets maintained by councils since 2010, with the closure of 979.

The report shows that a lack of access to toilets has worsened longstanding conditions, such as diabetes and irritable bowel syndrome, or led to illness such as bladder infections. Women drivers reported that a lack of toilet access during their period was particularly humiliating and damaging to their health.

These findings shed light on the health burden of declining public toilet provision, which falls disproportionately on people with ill health or disability, the elderly, women, and outdoor workers.

A study in 2019 by the Royal Society for Public Health (RSPH) discovered that 20% of the UK public are put off venturing out of their homes as often as they would like due to not having adequate access to toilet facilities when out and about, rising to 43% of people with conditions requiring frequent toilet use. RSPH have phrased this a loo leash.

In conclusion, it is clear that cohesive action is required by the government, local authorities, public transport operators, the local community and all interested stakeholders. If we can't make public toilet provision law, then lets all work together at looking at adopting innovative schemes.

I like to call the loo "the three p's, a powerful piece of porcelain".

How many of you could sit through some of your extended council meetings without visiting the three p's?

On behalf of thousands of bus drivers across the country I respectfully request your support.

Thank you

STATEMENT PS 01

Submitted by Rob Harris

Title: HMO Register

Bristol City Councils online public HMO register omits contact details for landlords. Other local authorities include this information on their online registers. The BCC register needs improvement for the public's benefit, for easier access to landlord contact details, such that in turn landlords when informed can manage their tenants. Bristol benefits greatly from the contributions the Universities and the student body brings to its economy, culture and the all round vitality of the city. However, the recent growth in student numbers has created a rapid expansion of private rented housing and for certain parts of the city a high density of student HMOs well over recommended levels. This has caused unbalancing of communities and conflicts due to the differing lifestyles, noise and anti social behaviour causing harm to long term residents. The tenant/community relationship has to be managed. One can report directly to the University's, BCC and other agencies but it is not easy in Bristol to find contact details of the HMO landlord. This deters neighbours from an important part of the process when considering that landlords can manage their tenants if they are causing harm. The Council website maintains the 'short online register' which is essentially a spreadsheet list of all HMO addresses. In order to obtain contact details for the Landlord it is necessary to email BCC private housing and request this information and then wait for the reply which can take several days, or pay a fee of around £100 to be sent a hard copy of the register. If we were to be in Bath the required information could be found within minutes by their user friendly website by simply entering the HMO address and you have the information required. Try the link below to see. <https://www.bathnes.gov.uk/webforms/hmo/> Another benefit of a more open HMO register would be the self policing of it by neighbours with an interest to see that the conditions' are respected. The landlords duty is to fulfil the conditions of his HMO License in order to maintain good housing standards and support happy communities for the benefit of the city. It is democratic that this public information should be readily available and not require already troubled residents to jump through hoops and over hurdles! A register that has all the information required for proper management of the community/tenant relationship that could encourage landlords to take a more hands on approach would benefit all.

STATEMENT PS 02

Submitted by Bristol SEND Alliance

Title: SEND

The alliance is comprised of some of the foremost groups campaigning for educational equality in Bristol as well as improved support for children with Send.

Autism Independence, Bristol Independent Send Community, Bristol Send Crisis and SEND Action are of the opinion and agree that; 'The failings come at every level in the council including Bristol schools. The effects on families having to deal with this is devastating both emotionally and financially. It's not just about a lack of funding but about the culture at the heart of strategic leadership.

The findings in the joint Ofsted and Care Quality Commission (CQC) Send inspection, do not come as a surprise to us and they certainly won't come as a surprise to Bristol City Council. But the fact that nobody is surprised by the comments raised by Ofsted shows that the reality was known and allowed to continue unchecked.'

We agree that despite legislation being reformed in 2014 and this legal information that includes statutory guidelines being readily available to:

- Headteachers and Principals
- Governing bodies
- Special educational needs (SEN) coordinators
- Local authorities
- Health and social services staff

The code, which explains the duties of local authorities, health bodies, schools and colleges to provide for those with special needs has not been carried out to a satisfactory level, this is unacceptable.

No parent should be made to feel ashamed for fighting for their children's rights, no child should be made to feel like they are inadequate, too many families have been ostracized by these failings and an apology comes too little too late.

We, as parents and campaigners have been willing to work alongside the council and its administration throughout this process, however, we do not feel like that offer has been taken seriously enough. At this point we need to continue to be critical, especially while the administration and the council department responsible continue to work against us, until changes are made, we cannot begin to reassure our children that their voices will be heard.

On a final note, we acknowledge the fact that more staff are being recruited and that these failings fall directly on the shoulders of those existing members of the department, 'those upstream', the managers and directors who should be accountable and not caseworkers

who are under immense pressure to carry out the legal framework despite their department previously not fulfilling extra positions needed to cope with demand. Therefore, we must ensure that this administrations leadership, a top down approach and furthermore these highly trained, highly educated and (notably) highly paid practitioners of public office are not left unaccountable, there must be consequences for their none-compliance, inaction and denial of these catastrophic failures. We demand that action is taken starting with honest and thorough reflection on the failures to date and then based on this learning, a detailed plan of action based on collaboration with all involved especially the parents and children leading to radical and cultural change where our children's present and future in education can be protected and nurtured. Through these demands we expect this and any future administration to include the following SEND community alliance manifesto in their own political or independent party manifesto forthrightly: [SEND Community Alliance: A Manifesto - Special Needs Jungle](#)

STATEMENT PS 03

Submitted by David Mullaney

Title: Allotment Locks

I am allotment holder at Charlton Rd Allotment in Brentry.

Due to a number of concerns of fellow holders and a couple of occasions holders having difficulty getting out.

It turned out the combination lock was faulty and this wasn't first time.

This comes to the motion:

Council should consider reverting to using keys and making it simple for allotment holders.

STATEMENT PS 04

Submitted by Jen Smith

Title: Skate Stops and Disability Discrimination

In the press conference on the 23 June 2021, Marvin Rees said, regarding disabled people and the central area skate stops: 'We try to uphold everyone's interests and at some point we have to make a decision. It's not against anyone, it's about trying to manage a public space to make sure it's as accessible to as many people and as welcoming to as many people as possible.'

But this is indirect disability discrimination. You cannot have one rule apply to everyone accessing a space. By deliberately placing protruding pieces of metal on pavements, you are creating physical barriers for disabled people, stopping many from accessing that space.

The day my disabled child tripped over the first skate stop he came across, there were no skateboarders even using the space.

The skate stops are a very visible issue to the disability discrimination which pervades the city through education, council workplaces and public spaces.

SENDIST tribunal statistics confirm that disability discrimination is in Bristol schools. An independent report proves that Bristol ALP is flooded with Send pupils because there are not enough specialist school places, leaving pupils without access to the education their EHCPs specify.

Bristol City Council is currently recruiting for an unpaid Chair for the new Disability Equality Commission.

This is a high-level strategic role but again, disabled people are expected to give up their time and expertise for free.

Disabled people already face recruitment barriers and workplace discrimination. Not forgetting that Bristol Send pupils have been let down in Bristol so badly, many may never have the opportunity to work on paid 'senior levels' to begin with.

In the workplace at Bristol City Council, papers today (Agenda Item 9, Appendix A, P.35) suggests equality issues for disabled employees, who are over-represented in those submitting grievances and also subjected to disciplinaries.

To apply to be chair of this new commission, those doing so must justify their application in 1500 words to the very same person indirectly discriminating against disabled people by placing metal barriers on pavements in public spaces. That is the Bristol Mayor Marvin Rees.

STATEMENT PS 05

Submitted by Clare Freshwater-Turner

Title: Road Safety- Cranbrook Road- another accident

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

After years of petitioning and with the support of the community and the local councillors we have been allocated funds and assurances from the council that this project will progress this year (2021) and be finished by March 2022.

Just last week, on the 30th June a young girl had a bike accident (recorded by police) at this crossing and once again the local community is very upset that this known safety issue has not been progressed at speed.

In April we were informed by Mr Rees that:

"Officers have confirmed that they have met with local ward councillors as part of their work to progress the design for the scheme, and should be in a position to share the design more widely and to consult with local residents in the coming weeks."

We ask you to progress the implementation of a safer road layout at speed and to keep us informed of progress.

STATEMENT PS 06

Submitted by David Redgewell

Title: Transport and Buses

The councils with Banes Council, North Somerset Council, City and County of Bristol and WECA mayoral transport authority will need to draw up a draft plan under Buses Back Better the Government White Paper on buses to improve the Bus network in the west of England combined authority area and North Somerset council cross Boundary Services into Gloucestershire, Wiltshire and Somerset plus Monmouthshire in Wales .

The Government through the Department for transport is asking WECA mayoral transport authority and North Somerset council to look at an advance quality partnership or franchising scheme. A full plan needs to be in place by October 2021 detailing will bus operators service levels routes and fares and the department for transport wants to see improvements in especially orbital and rural bus route key bus Corridor Evening and Sunday services.

Smart ticketing and intergration with railway services and station ferries Express Coaches and interchanges. The final details plan needs to be in place by April 2022 and agreed with the Department for Transport and the buses Minister Baroness vere of Noriton

On course the mayor can choose. with the combined authority to bring in bus franchising with North Somerset Council and get secretary of state approval. But with only 30 public transport staff in weca mayoral transport authority and North Somerset council not a member of weca mayoral combined authority and needs to join. There is also the question of buying the bus depot assets off First group Hct and stagecoach west. Depots at Lawrence hill,Hengrove are leased with Bristol City Council but also First group owned Depots at Weston super mare, Wells and Bath Weston island, Depot from stagecoach west at Patchway HCT group at parson street and RAPT at Keynsham and Abus at st Phillips marsh.

Whilst the mayor can investigate franchising partnership the quickest way forward is advance quality partnership for weca mayoral transport authority and North Somerset council. Route that need improvement in south Gloucestershire council Banes city and county of Bristol area. The Government guidance is very clear The west of England combined authority and North Somerset council has to carry out public consultation with passengers group stakeholders and bus passengers before submitting the plan to the Buses minster Baroness vere of Norbiton the buses minister. WECA mayoral transport authority and North Somerset Council will need to hold public transport forums on zoom and we need a special meeting of the Bristol one city Transport board with key stakeholders operators and representatives from the west of England combined authority North Somerset council, Banes and south Gloucestershire council.

Full passengers consultation. Including with the Bristol city council public transport safety partnership with weca mayoral transport authority and the public transport operator, the Avon and Somerset Police and Crime Commissioner, Avon and Somerset police British transport police and the Port Police.

19 Bath spa bus and coach station to Weston RuH back entrance Kelson Bitton Cadbury heath warmley kingswood, Hillfields Hillfields staple hill Downend uwe Bristol parkway station and cribbs causeway. Needs an Evening and Sunday services. First group west of England.

18 Bath spa bus station Salford keynsham Wilsbridge Oidland common North commission warmley kingswood Hillfields staple hill Downend uwe Bristol parkway and cribbs causeway.

Evening and Sundays. First group west of England 17 keynsham, Longwell green, Hanham kingswood, Hillfields, staple hill Fishponds, Eastville, Horfield and southmead hospital bus station Bristol city centre Via the Gloucester Road Filton Patchway cribbs causeway Hortham and Thornbury T2.

Important to restore the evening service. First group west of England Y2 Bristol city centre Fishponds Downend yate Bus station and chipping sodbury. Evening and Sundays. First group bus service.

Service 60 Thornbury Failfield Wootton under edge stincombe Cam and Dursey. Dursey bus station cam and Dursey station. and Gloucester bus station. This need later Evening service and Sunday service from Thornbury not just Dursey may lane bus station. Stagecoach west service.

Service 62 Need to Operator from Bristol bus and coach station and Bond street via Failfield Or Filton and Thornbury to Sharpness and Berkeley cam and Dursey Railway station Cam and Dursley Dursey may lane bus station Hunts grove Gloucester quays and Gloucester bus and coach station.

Some journeys could operator to Filton Thornbury Falifield Sharpness Berkeley cam and Dursey station Dursey may lane bus station to Stroud bus station.

Bristol to Stroud needs a good bus link as Stroud and stonehouse have no Direct Railway service to Bristol. 37 Bath spa bus and coach station to Weston RuH back entrance Kelson, Bitton, longwell green, Hanham stGeorge, Lawrence hill station and Bristol bus and coach station This service need an hourly service and Evening and Sunday services. With modern buses.

First group west of England bus service. The 84, 85, 86 group of routes Between wootton under edge chipping sodbury yate bus station, Railway station and Emerson green and kingswood need to be hourly and operate via the new park and ride site.

Bus prority measures are required along the A432 from Yate bus station to Bristol city council via the Ring road and m32. On bus service from Cadbury heath to Bristol city centre 42 43 via kingswood town centre and 44 45 via Hanham to Bristol city centre.

Whilst these service provide a good service from East Bristol to Bristol city centre. There is a lack of a service from Cadbury heath, warmley, kingswood, Hanham To Bristol Temple meads station area and the city centre.

Other routes need higher frequency is service 35 Bristol city centre to Marshfield .Evening and Sunday services.

The loss of service 37 between Bristol and Bath via Lawrence hill st George park Hanhan Bitton Kelson Weston,RuH and Bath spa bus and coach station is not good for passengers without public consultation.

The change again to 17 and the provision of service 16 keynsham to kingswood again without stakeholders engagement.

Does not appear to follow guidance on bus back better the Government White paper on buses. .

A new link from Cribbs causeway bus station to portishead,Clevedon and Weston super mare. To replace the x5 6 Bristol city centre to kingswood Town centre. Service 7 Bristol city centre to staple hill 5 istol city council to Downend Keynsham to Whitchurch Asda and Hengrove hospital need improvement. A south Bristol bus service review is required. The Bath spa bus and coach station to Peasdown st John Radstock midsomer Norton Farrington Gurney need some improvement s 171 172 173 174. Bath spa bus station to shepton mallet and wells Peasdown st John Radstock midsomer Norton shepton mallet and wells corridor needs improvement in Evening and Sunday services.

On the Bath spa bus and coach to midford Rode Beckington and Frome sainsbury's their is a need for improvement in Evening service s and Sunday services And Express service from Bath spa bus station to Bathampton and Frome via the A36 .Service to Bath spa bus and coach station,Corsham,chippenham x31 The Wiltshire wippets. 272 273 Bath spa bus and coach station melksham and Devize service these services need to be improved joint with Wiltshire county council. Important on Bristol bus and coach station Bristol Temple meads station Knowle Hengrove whitchurch

On of our biggest concern is the construction of 5 roundabout on the Bristol ring road at lyde Green Siston hill round about Rosary Roundabout. Deanery Road Roundabout. Kingsfield roundabout. Whilst there is some improvements very limited in walking and cycling the proposed provides no Bus lanes or bus priority measures this is adding additional capacity to the ring road and will simply add to poor air In Staple hill Downend Warmley and kingswood. But also push traffic into Keynsham Bath and south Bristol. As the only capacity problem are in the junction of the Ring road at peak time the best way forward is improvements Bus service on Ring road. From south Bristol Keynsham to Employment site in East and North Bristol This issue need addressing by The west of England combined authority and North Somerset council

Bath city bus service need improvement and better evening and Sunday service We need bus priority measures and bus lanes in Bath. The frequency of the Brislington, local service needs addressing 513 514 Review of 36 Bristol city centre Broadmead to Barton Hill St Anne's park and Brislington. And 96 Brislington to Hengrove via Knowle. Improvements to Bus service between Bristol bus and coach station and North Somerset at Nailsea and Backwell x8x9 Clevedon x5 x6 , portishead x4 x5 and Weston super mare x1 Important upgrading of 126 Weston railway station to cheddar and wells bus station needs evening

and Sunday services. Vis Backwell and Winscombe. Weston super mare need improved Evening and Sunday services. Service 20 Weston super mare to Burnham on sea need an all year round service. We need to invest in bus interchange in Kingswood, Staple Hill, Hanham, Longwell Green, Cadbury Heath, Yate bus station, Chipping Sodbury, Thornbury and Emerson's Green.

The south Bristol metro bus route needs completing From Whitchurch Hartcliffe Withywood south Bristol link Road to Bristol city centre and Temple Meads Needs completing . But also via the Portway and Portway Parkway park and ride to Avonmouth and Severnside Cabot park.

We need a transport study for Severnside as part of bus back better. The Henbury loop needs completing to Avonmouth and shuttle train from Avonmouth, St Andrew's Road and Severn beach. Pilning station needs regeneration lighting accessible footbridge and bus rail interchange.

Under Buses Back better we also have to provide better connections at Railway stations interchange and with Coaches and Ferry services.

The guidance to local authorities from the secretary of state for Transport and Buses Minister is asking local Highway and Transport authority to provide more bus priority measures and bus lanes

As Stagecoach West and First Group have said the bus priority are required on the Bristol Ring Road and the M32 . Regards passengers facilities their a need to review public toilets at public transport in changes and key location across South Gloucestershire County Council area The City and County of Bristol, Bath and North East Somerset Council and North Somerset Council. For passengers and bus and Taxi drivers. This is supported by Unite the Union and RMT bus drivers union Aslef and TSSA. Bus Back is a top priority for the West of England Mayor Dan Norris and North Somerset Council. We ask South Gloucestershire Council to also give Top priority to Bus Back Better the Bristol to Thornbury and Bristol to Yate metro bus scheme should be progressed. Look at equalities and passengers safety issues around public transport. The Bristol City Council WCA Mayoral Transport Authority and Avon and Somerset Police British Transport Police Public Community Safety Partnership meet this week. We also need to set up a Mayor Bus Advisory Board. And have a meeting of West of England Combined Authority Public Transport Forum. The government has also published a new White Paper of the Railway Great Britain railway replacing Network Rail western routes will a new body with a Transport Railway Authority including the train operating companies such as First Group Great Western Railway or South Western Railway and cross country trains. Page 41 allows the West of England Combined Authority to look at further devolution of railway services like Metro West and to operate and plan Train service like Andy Burnham in Greater Manchester Andy Street in the West Midlands Combined Authority and Steve Rotterham in the Liverpool City Region. We believe WCA Mayoral Transport Authority and North Somerset Council should set up a Railway Executive To improve work on reopening the Bristol Temple Meads to Portishead line via Pill and Ashton Gate. Bristol Temple Meads to Ashley Down Horfield Filton and Henbury line .On the Bristol Temple Meads to Bath Spa and Westbury line new stations at St Anne's Park and Saltford.

On the Bristol Temple meads to Gloucester and Cheltenham line Stations at Charfield and stonehouse Bristol road .

We feel it is very important that weca mayoral transport authority and North Somerset council carry out full public consultation on Bus back better and produce a bus improvements plan and a railway plan for Devolution in Great Britain railway s and seek Railway devolution powers at the west of England combined authority level with North Somerset council becoming a full member and a west Gateway Transport board level where the government wish to set up Devolution of Railway services like Transport for the North and the Midlands engine. The west Midlands combined authority and metro mayor Andy street has power over has local Railways as does Andrew Burnham the Greater Manchester mayor including light rail. And Steve Rotherham of the liverpool city region over mersey rail It made that western gateway Transport board and south west transport board form a railway Board for south west England. This issue need a discussion at the west of England combined authority North Somerset council. And a the western gateway transport board on 21 st July 2021 Board meeting. Which I understand the mayor Rees Bristol mayor and mayor Norris of west of England mayoral combined authority with representatives from North Somerset council Banes and south Gloucestershire council. We Do hope that railway devolution will be addressed with a the investment in metro west railways and at Bristol Temple meads station as an intercity railway station and region bus and train interchange.

STATEMENT PS 07

Submitted by Tom Bosanquet

Title: pedestrian crossing over St. Lukes Rd

Under the previous Windmill Hill Councillor, Jon Wellington, funding from the Community Infrastructure Levy was allocated to provide a safe pedestrian crossing over St.Lukes Rd between Totterdown and Victoria Park. Local residents know this is a really dangerous spot that they have to contend with daily on their route to the park or St.Mary Redcliffe Primary school. Vehicles barrel up from under the railway bridge with an dreadful lack of visibility and the Avon & Somerset Police traffic officer who attends regularly describes it as 'one of the most prolific sites'. Parents don't allow their kids to walk to school unattended due to the danger it poses.

It is absolutely unacceptable, therefore, that the project, after several years already of dithering delay, is now apparently paused! Residents have been holding out for there finally to be progress and feel utterly deflated at this news. As Councillors such as Jon Wellington were provided such scant updates, I have personally had to press you several times to clarify when we might expect some movement and, each time, you've wrung your hands and promised a future date for progress. But now it seems, via our new Councillor, that the project is paused due to some proposal or other on Wells Road. No! Quit stalling - community infrastructure projects like this need to be implemented and in a timely fashion. It is an absolute basis of local politics, showing belief in the people who live in this city. And this is not a one off - you have overseen a system of what - 30, 70, 100+ stalled projects? The money is allocated, you have staffed the teams to oversee the projects, and yet...

While you continue to allow such projects to languish, your much trumpeted claim of 'getting stuff done' is insulting.

STATEMENT PS 08

Submitted by Penny Gane

Title: Bristol Women's Commission Statement

As Chair of Bristol Women's Commission, my role - and that of my fellow Commissioners - is to ensure that gender equality is embedded into decision-making here in Bristol. An official mayoral commission established 8 years ago, we remain the only women's commission of its type in the UK, comprising all the key agencies in the city and, working alongside you, have achieved a great deal to improve the lives of women and girls in the city.

We are once again urging the Council to support a nil-cap for Sexual Entertainment Venues (SEVs) in Bristol in order to meet its commitments under the European Charter for Equality of Women and Men in Local Life - the charter which led to the founding of the commission in order to deliver on its aims and in line with its own One City Plan aim to rid the city of domestic abuse and gender inequality.

As outlined in the Charter, the elimination of gender stereotypes is fundamental to achieving equality of women and men. As a long-time signatory, Bristol City Council has committed itself to 'counter and, so far as possible, prevent prejudices and practices which are based on the idea of the superiority or inferiority of either of the sexes, or on stereotyped roles for women and men'; and to 'recognise that gender-based violence arises from the idea, on the part of the perpetrator, of the superiority of one sex over the other in the context of an unequal relationship of power'.

SEVs profit from and contribute to this gender inequality and the Council should not be sanctioning this. It's not only Bristol Women's Commission, Bristol Women's Voice and other women's organisations providing support to survivors of sexual and domestic violence who agree. Results from last year's Citizens Panel survey question: "Do you agree or disagree that sexual entertainment venues complement Bristol's entertainment offer?" revealed that the majority of those who voiced an opinion disagreed or strongly disagreed.

Later, you will hear more about the Citizens' Assembly which was set up to help 'create a better future for all in Bristol' post Covid-19', you'll learn more about the Council's own equality journey and will be appointing a new member to the licensing committee. All of these items are relevant to this issue and by speaking to you tonight, we wanted to ensure that you realised how important introducing a nil-cap on SEVs is as part of the city's drive for gender equality.

There has been local press coverage about the proposed nil-cap, always from the perspectives of strip club owners or the small number of women who worked in the clubs which have been closed for much of 2020 and 2021 due to the pandemic. Understandably, the sex industry's main concern with the nil-cap proposal is it limiting the earning potential from SEVs. And it's right that, should the nil-cap pass, any women directly affected be supported to find more work. But this isn't about employment, it's about deciding whether or not a locality is an appropriate place to have a SEV - we say there are no appropriate places for this.

Our position focuses on a bigger conversation around changing the behaviours of men and boys in order to make our city a safer, more equal place to live for all women and girls. A nil-cap on SEVs is part of that broader aim. It won't solve the problem on its own, but it will be a significant step towards doing so. We are now awaiting the launch of a consultation, after which the proposal will return to the licensing committee. We urge councillors to consider the interests of all women and girls in Bristol and seize this opportunity to become the largest UK city (along with Exeter, Swansea, Blackpool and 10 London boroughs among others) - taking a tangible step to tackle gender inequality and make the city a fairer, safer place to live for all women and girls.

Penny Gane, Chair Bristol Women's Commission

STATEMENT PS 09

Submitted by Merche Clark

Title: Libraries

Friends of Redland Library, along with many citizens of Bristol, were very disappointed that at its meeting on the 22nd June 2021, Cabinet chose to cut £30,000 per year from the Bristol Libraries Book Fund with the money used as part funding for a new Regeneration Service.

What is truly shocking is that within the Council's £1,040,000,000 budget that Cabinet chose the Library Book fund (The money used every year to buy new books and materials for library network) to take £30,000 from. The new Regeneration Service will cost £1,065,673 per year. This is a service aimed mainly at helping large corporations navigate the Council structures.

The press has noted that Deputy Mayor Cllr Asher Craig insisted the amount was a "drop in the ocean" and would "not break any banks". And so it is when compared to the huge numbers that Cabinet is redirecting to the new Regeneration Service.

However £30,000 represents 3000-4000 books or 130 books per library which will be lost every year. Each book offers a reader the possibility of discovering new worlds, new ideas, new possibilities.

Rather than take these away from us, Cabinet should find alternative sources of funds and direct its new Regeneration Service to ensure that every new community and every existing community has a library at its heart. And that this library works to offer the members of its community all the individual regeneration opportunities that have always been central to a Library Service.

Full Council -6th July 20201

Agenda item 6 b

Public questions



Ref No	Name	Title
PQ01 & PQ02	Johanna Spiers	Council's Green Spaces
PQ03 & PQ04	Julie Milton	Management of Council Land for Wildlife
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PQ11 & PQ12	Sarah Watson	Non-Council green spaces and landowners
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PQ15 & PQ16	Dan Geerah	Management of the Council's own green space
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QUESTION PQ 01 & PQ02

Subject: Council's Green Spaces

Question submitted by: Johanna Spiers

The One City Environmental Emergency Strategy has as one of its key strategic goals that at least 30% of land in Bristol should be managed for the benefit of wildlife by 2030.

The council owns a lot of land in Bristol. Its green spaces (woodland, grassland and so on) have the most potential for wildlife management.

Question 1: What percentage of the council's green spaces, by area, is currently managed for wildlife?

As mentioned above, the One City Environmental Emergency Strategy includes a key strategic goal that at least 30% of land in Bristol should be managed for the benefit of wildlife by 2030.

The council is itself a major landowner in the city, and owns a great deal of green space (woodland, grassland, etc.). Ideally, it would have a set of policies to guide its officers in the management of that space for wildlife, and the policies would be in a public document.

Question 2: What are the council's current policies for managing its own green space for wildlife, including for pollinators?

QUESTION PQ 03 & Q4

Subject: Management of Council land for wildlife

Question submitted by: Julie Milton

In February 2020, the council declared an ecological emergency and in September 2020 published its One City Ecological Emergency Strategy. One of the key strategic goals in that document was to have at least 30% of land in Bristol managed for the benefit of wildlife by 2030.

It is important that the council itself manages its own green space for the benefit of wildlife, where short grass is not needed for recreation, preserving sightlines for traffic, and so on. A 'low-mow/cut-and-collect' regime for grassland is ideal, in which grass is mown less often and the cuttings are removed so that the soil becomes less fertile, which favours pollinator-friendly wildflowers.

This approach offers not only ecological benefits but also cost savings, so it should in principle be possible to roll out this regime quickly and widely across council land.

However, areas of Bristol that seem to be excellent candidates for this approach are still being mown frequently.

The grassy slope between Clifton Hill and Lower Clifton Hill is an example. It covers 1,500 m² and is so steep and inaccessible that people don't walk on it. If it were managed for wildlife, it would provide a



substantial area to support pollinators, would be beautiful, and would provide an example for local people and visitors in terms of what they could do themselves in their own gardens and land.

In previous years, the council has mown the slope frequently and kept the grass short. Recently, some of the area has been left unmown and wildflowers have sprung up. But that area covers perhaps only 5% of the slope.

The reasons for not managing all of this slope for wildlife may apply to other council green space in Bristol, and it would be helpful to know why so little of it has been given over to wildlife management.

Question 1: What is preventing the council from managing all of the grassy slope between Clifton Hill and Lower Clifton Hill for wildlife?

The council’s One City Ecological Emergency Strategy includes key strategic goals to have at least 30% of land in Bristol managed for the benefit of wildlife and to reduce pesticide use in Bristol by at least 50% by 2030.

The council is a large landowner in Bristol, and achieving these goals will therefore involve it in applying these policies to its own land. But there may be barriers to doing so. For example, some areas where the council might want to adopt a ‘low-mow’ regime on grassland might be subject to litter; the council might not yet own enough grass mowers that can remove grass cuttings after mowing, which is necessary to reduce the fertility of the soil to favour pollinator-friendly wildflowers; and the council might not yet have in place systems to replace the use of pesticides.

The council emphasises its ‘One City’ approach – bringing together public, private, and third-sector partners within the city – to problems that are too large for the council to face alone. The Ecological Emergency Strategy document says (p.2-3):

‘... the key focus must be to find new ways for people from every part of the city to get involved with this work... We call on you, as people who live, work, visit and invest in Bristol, to join with us... to restore the natural systems on which we depend’.

Members of the public all over the UK are already supporting their councils in their work to reduce pesticide use and better manage green space for wildlife. For example, Cambridgeshire County Council runs what is essentially an ‘adopt a verge’ scheme [1]. In Bristol, Bristol Waste are giving community litter-pick packs to people who request them and use them to tidy up their local areas [2]; volunteers organised by Matt Brierley of Butterfly Conservation removed grass-cuttings to nutrient-strip an area of land in the city[3]; and in

High Kingsdown, residents are hoeing, hand-weeding and sweeping in local lanes to remove and deter weeds so that there’s no need for the council to use glyphosate [4].

However, these actions by the public aren’t organised across the city or coordinated in response to the council’s need for support. There is scope for Bristol to go wilder faster if the council identified areas of land where it needs the support of volunteers from the community and was systematic in seeking their help. There are many community groups across the city that focus on gardening or the environment: the Bristol Green Capital Partnership and VOSCUR each maintain a list of hundreds of



voluntary organisations in the city that include such groups. And there are ways to reach out to local communities via social media, local magazines, and so on.

Question 2: Will the council reach out to the public for help where necessary in managing council land for wildlife and for pesticide reduction?

Sources

[1] <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/improve-highways-and-the-environment>

[2] <https://bristolwastecompany.co.uk/household/get-involved/litter-picking-kits/>

[3] <https://youtu.be/yyELRwKVG9E?t=433>

[4] <https://greenhighkingsdown.com/2021/04/28/why-wed-rather-sweep-and-hand-weed-our-lanes/>

QUESTION PQ 05 & PQ06

Subject: Council’s plans for green spaces for wildlife

Question submitted by: Roxanne Ismail

Bristol City Council has declared an ecological emergency. The council said in its One City Ecological Emergency Strategy that at least 30% of land in Bristol should be managed for the benefit of wildlife by 2030, and it emphasised the importance of ‘low-mow’ in managing council verges and green space for wildlife.

An important aspect of ‘low-mow’ is ‘cut-and-collect’. Grass pulls nutrients out of the soil into its leaves and stems as it grows. If grass is mown and the cuttings are left on the grass, they compost back down and re-fertilise the soil. Fertile soil favours coarse grass and suppresses the wildflowers that would help support pollinators and other wildlife.

But if mown grass is collected and removed, the soil’s fertility falls. Grass then grows more slowly and needs less cutting, and wildflowers start to appear. After one or two years of three cut-and-collect mowings a year, only annual cutting may be needed and the land will have been transformed from coarse grass to a mix of pollinator-friendly fine grass and wildflowers.

To do this at any scale, mowers are needed that can cut and collect grass. They are expensive: the Grillo mower with trailer costs approximately £35,000. But the mower creates cost savings by reducing the fertility of the grass so that it grows more slowly and needs to be mown far less often. In North Dorset, the savings due to using the Grillo mower and trailer have meant that they paid for themselves within 3.5 years. Their lifespan is roughly 7–10 years. (Source: <https://youtu.be/yyELRwKVG9E?t=702>).

Conventional mowing produces no cost recovery at all, with an unending amount of grass to cut.



Some councils are renting cut-and-collect mowers and conducting trials of them over a number of years. Lengthy trials seem unnecessary when data is available from other councils, and seem to lack the urgency needed for an ecological emergency.

And renting seems to make no financial sense, especially as borrowing is extremely cheap now. Some councils are investigating the use of grass clippings as biofuel, to help with cost.

It would seem to make sense for Bristol City Council to buy now the cut-and-collect mowers it needs to manage its grassland for wildlife, in those areas where that would be appropriate.

Question 1: What are the council’s plans for getting enough cut-and-collect grass-mowers to manage its green space at a speed and on a scale fit for the ecological emergency?

As councils all over the UK start to manage their verges and green space for wildlife by mowing less often, many local people are delighted. However, some complain that the grass looks untidy and neglected. Some are even abusive to council workers as a result.

Organisations such as Plantlife recommend communicating with the public about the purpose of managing the land in this new way, in order to get buy-in and reduce complaints and the abuse of staff. An obvious and often-used method is to put a sign in each unmown area, explaining that the grass is being mown less to encourage wildflowers and support wildlife.

Question 2: Does the council plan to put signs in unmown verges to explain to the public that they’re being left unmown for the benefit of wildlife?

QUESTION PQ 07 & 08

Subject: A connected wildlife network in Bristol & management of the Councils verges and green spaces

Question submitted by: Grant Mercer

The council’s One City Ecological Emergency Strategy states (p. 10):

‘...we need to stop destroying wildlife habitats.... We need to ensure that wildlife is able to move between these habitats, moving from a patchwork of isolated green spaces to a connected ecological network.... We will also need targeted action to improve habitats in locations that will fill gaps in the connectivity and functioning of Bristol’s ecological networks. Preliminary mapping of habitats in the West of England is now complete. This work has identified strategic sites and opportunities to expand a Nature Recovery Network across the whole West of England region. The next step is to zoom in and make plans on a Bristol city level.’

This is important work, and a large task. And, in the ecological emergency that we face, speed is of the essence. But speed and scale cost money. If resources are limited, perhaps there is a role for local people in crowdsourcing the necessary knowledge to populate the map for Bristol, or using their gardens to help restore the network in areas where it’s broken.



Question 1: Does the council plan to involve the public in restoring a connected wildlife network in Bristol – for example, by inviting them to crowdsource information for the mapping of habitats, or to restore areas where the network is broken?

Traditionally, councils' grass verges, greens and parks have been managed for road safety and public amenity, including recreation and a tidy appearance. But priorities have shifted in the ecological emergency, and the council's One City Ecological Emergency Strategy includes the goal of 30% of Bristol's land being managed for wildlife by 2030.

The council's own large holdings of green space will be important in reaching this goal, and it will be crucial to have the right expertise to inform their management. Ecologists have the appropriate knowledge and training.

Question 2: In this ecological emergency, what role are ecologists playing in the management of the council's verges and green spaces?

QUESTION PQ 09 & PQ 10

Subject: Pesticide Policy

Question submitted by: Tim Mason

Paris has been pesticide-free for more than ten years. All public spaces in France are managed without the use of pesticides. Ghent in Belgium, with a quarter of a million residents, has been pesticide-free for over 20 years. Barcelona, Hamburg and other large European cities have stopped using glyphosate, a pesticide of particular concern.

Bristol City Council's One City Ecological Emergency Strategy has the key strategic goal of reducing the use of pesticides in Bristol by at least 50% by 2030.

In January 2019, a council motion was passed to 'request the Mayor to set up a stakeholder forum/task force... charged with planning and delivering a phased withdrawal from the use of glyphosates over a period of three years'. (Source:

<https://democracy.bristol.gov.uk/documents/g3187/Public%20minutes%2015th-Jan-2019%2014.00%20Full%20Council.pdf?T=11>). That period will end in seven months' time.

The council itself is a major landholder in Bristol, and reducing its pesticide use on its own land will therefore be an important part of reaching its own strategic goal on pesticide, and complying with the council motion.

Ideally, the council would have a set of policies to guide its officers in reducing the use of pesticides on council land, and the policies would be in a public document.

Question 1: What is the council's current pesticide policy for its own land?



Pesticides are poisons, and they can affect organisms other than those that they are aimed at. Children are especially susceptible to the effects of pesticides because their bodies are still developing, their exposure is greater relative to their body weight, and they tend to be in closer contact with sprayed areas such as playgrounds, parks and sports fields and pitches.

A 2017 poll carried out for the Pesticide Action Network UK showed that 68% of the public want schools, parks, playgrounds and other local open spaces to be free from pesticides. Glyphosate is of particular concern and is the subject of bans in many cities.

Question 2: Has the council instructed schools in Bristol to stop using pesticides – including glyphosate – on their land? If so. what is the extent of implementation at this time?

QUESTION PQ11 & PQ12

Subject: Non-Council green spaces and landowners

Question submitted by: Sarah Watson

One of the key strategic goals listed in the council’s One City Ecological Emergency Strategy is that at least 30% of land in Bristol should be managed for the benefit of wildlife by 2030.

It is therefore important to know how much green space (particularly grassland) there is in the city, because this is the space in which such work can immediately start.

The council will of course know how much green space it owns itself. But it will need to play a leadership role in encouraging other landowners to start managing their own green space for wildlife. In order to do this, the council presumably needs to know what green space exists in the city other than its own holdings, and who owns that space.

Question 1. Does the council have a map or list of non-council green space in Bristol indicating the size and owner of each plot?

Bristol City Council’s One City Ecological Emergency Strategy calls upon everyone in the city to work together to restore our natural systems. One of the key strategic goals listed in the document is that at least 30% of land in Bristol should be managed for the benefit of wildlife by 2030.

This will involve not only the council managing its own land for nature, but also other landowners in Bristol, including public, private and third sectors, doing the same. Although the council can’t control the management of that land directly, it has an important leadership role to play.

How many landowners in Bristol has the council approached directly to encourage them to manage a portion of their green space for wildlife and to reduce pesticide use on their land?

Question 2: How many landowners in Bristol has the council approached directly to encourage them to manage a portion of their green space for wildlife and to reduce pesticide use on their land?



QUESTION PQ13 & PQ14**Subject: Pesticide-free Council land and managing land for wildlife****Question submitted by: Sarah Thomas**

Bristol City Council's One City Ecological Emergency Strategy includes the key strategic goal of reducing the use of pesticides in Bristol by at least 50% by 2030. As a major landowner in the city, the council could be a key contributor to that goal, both by reducing its pesticide use and setting the example for others to follow.

A case in point is glyphosate, a pesticide of wide concern that is no longer used in Barcelona, Hamburg and other large European cities. In January 2019, a council motion was passed to 'request the Mayor to set up a stakeholder forum/task force... charged with planning and delivering a phased withdrawal from the use of glyphosates over a period of three years'.

(Source: <https://democracy.bristol.gov.uk/documents/g3187/Public%20minutes%2015th-Jan-2019%2014.00%20Full%20Council.pdf?T=11>). That period will end in seven months' time, and going glyphosate-free would be a very important step towards achieving the strategic ecological goal.

It would also help the council go beyond its stated goal and, rather than reach a pesticide-reduced status, instead reach the pesticide-free status that other cities have enjoyed for many years.

According to Pesticide Action Network UK, Paris has been pesticide-free for more than ten years; all public spaces in France are managed without the use of pesticides; and Ghent in Belgium, with a quarter of a million residents, has been pesticide-free for over 20 years.

(Source: https://issuu.com/pan-uk/docs/pft_public_briefing)

Cost of course is an important issue but innovative funding strategies can help councils to recoup the cost of buying the equipment needed for non-chemical approaches. For example, 'hot foam' (hot water insulated in a biodegradable, organic foam and applied precisely to weeds, moss and algae) is very effective. After the initial outlay for the equipment, councils are finding its costs to be equal to or less than a pesticide regime.

And, unlike glyphosate, the equipment can be used in all weathers. And because councils don't tend to need such equipment from more than 50 days a year, the cost of buying a hot foam machine can be shared with one or more adjacent councils; local companies can 'sponsor' the purchase of one; councils can hire their machine out to other councils or local land managers; the council's contractor could buy a machine; and so on. (Source: https://issuu.com/pan-uk/docs/pft_public_briefing)

The ecological emergency and questions of public health both make it important to rapidly and drastically reduce our use of pesticides, and many other cities have found it possible to go pesticide-free.

Question 1: Does the council plan to go pesticide-free on its own land?

One of the key strategic goals listed in the council's One City Ecological Emergency Strategy is that at least 30% of land in Bristol should be managed for the benefit of wildlife by 2030.



As a major landowner in the city, it is important that the council manages its own land accordingly and sets an example for the rest of the city.

An important element of managing land for wildlife is to use a ‘low-mow/cut-and-collect’ regime on grassland that doesn’t need to be mown for recreation or road-safety. But some councils are reporting that they are locked into contracts with external contractors that prevent them from reducing the frequency of mowing, or from requiring the removal of grass cuttings to reduce the fertility of the soil to favour pollinator-friendly wildflowers.

One possibility for councils in this position would be to renegotiate such contracts. At worst, a council might pay the contractor as much as it does now, for less mowing. But even this would be a win-win situation: the council would lose no more money than it currently spends on mowing, and would gain the ecological benefit of a low-mow regime, to address the ecological emergency. The contractor would lose no money, and would have to do less work. At best, a council might be able to negotiate a full low-mow/cut-and-collect regime and/or the purchase of suitable equipment for an appropriate market price.

Question 2: If contracts are stopping progress on Bristol City Council managing its land for wildlife, will it renegotiate them?

QUESTION PQ15 & PQ16

Subject: Management of the Council’s own green space

Question submitted by: Dan Geerah

In February 2020, Bristol City Council declared an ecological emergency.

In an emergency, speed and scale of action are important. Since the eco-emergency was declared, what additional percentage of the council’s own green space has begun to be managed for wildlife? We must aim to follow Lawtons principles of conservation to be successful; Bigger, Better, More and Joined up.

Question 1: Since the eco-emergency was declared, what additional percentage of the council’s own green space has begun to be managed for wildlife?

Bristol City Council declared an ecological emergency in February 2020.

In an emergency, speed and scale of action are important. Since the eco-emergency was declared, what percentage fall in pesticide use has there been on the council’s own land? Understanding the extent of pesticide use will help us better understand how serious this council is taking the provision of resources for our ever declining invertebrate populations.

Question 2: Since the eco-emergency was declared, what percentage fall in pesticide use has there been on the council’s own land?



QUESTION PQ17 & PQ18

Subject: Bristol City Council grassland and Environmental Emergency Action Plan

Question submitted by: Robert Smart

The One City Environmental Emergency Strategy was published in September last year. One of its key strategic goals was to have at least 30% of land in Bristol managed for the benefit of wildlife by 2030. Bristol City Council is a major landowner in Bristol. It is important that the council manages its own land for the benefit of wildlife, understanding that public safety remains a priority, so that this strategic goal can be met.

Grassland has immediate potential for being transformed by ‘low-mow/cut-and-collect’ regimes into more biodiverse, wildflower-rich habitat. The council will be ultimately be judged on the speed and scale of its emergency response over the next few months.

Question 1: How much grassland (verges, parks, greens, etc.) does Bristol City Council own within the city?

Bristol City Council declared an ecological emergency in February 2020 and published its One City Environmental Emergency Strategy in September.

The strategy document said, ‘This strategy is not an action plan.’ But in this emergency, an actionable plan is urgently needed, as part of our joint response.. Apparently, a draft plan has now been prepared. The council will be ultimately be judged on the speed and scale of implementation of its emergency action plan over the next year.

Question 2: When will the council’s Environmental Emergency Action Plan be made public?

QUESTION PQ19 & PQ20

Subject: Rapid Response to the Ecological Emergency

Question submitted by: Nicola Earnshaw

Question 1: How has the council altered its decision-making structures to enable a rapid response to the ecological emergency?

Bristol City Council declared an ecological emergency in February 2020. An emergency requires urgent action, but nearly 18 months later, no action plan has been agreed. This raises the question of whether the council has the decision-making structures and processes to allow it to respond with suitable speed to this emergency. ‘Business as usual’ timescales and structures may not be appropriate.

How has the council altered its decision-making structures to enable a rapid response to the ecological emergency?

Question 2: Which person, board, committee or group has the power to make council policy decisions for rapid implementation to tackle the ecological emergency?

The ecological emergency the Bristol City Council declared in February 2020 requires urgent action, and urgent action requires a clear decision-making structure. From outside the council, this structure is unclear, and it is unclear who the decision-makers are.



Which person, board, committee or group has the power to make council policy decisions for rapid implementation to tackle the ecological emergency?

QUESTION PQ21

Subject: Clean Air Zone implementation

Question submitted by: Our Air, Our City (Nigel Shipley)

When will a Clean Air Zone be implemented in Bristol? In June 2018, the Council proposed a CAZ (<https://news.bristol.gov.uk/news/clean-air-day-marked-across-bristol-2>), and before the recent election we were told that it would be implemented next October. Three hundred Bristol people die each year from our dirty air. We cannot wait any longer for action to clean up our air.

QUESTION PQ22 & PQ23

Subject: Access to Temple Island/ A4

Question submitted by: Suzanne Audrey

Background

Residents of Totterdown, and other areas of south Bristol, have long suffered the inadequate and potentially dangerous shared walking and cycling (and now e-scooter) route on the footway between Three Lamps junction and the Temple Meads area. Over the years we have been informed that any improvement to the route would be expensive and would have to be linked to a major development. We were pleased when the city-centre arena transport plan included a southern entrance that would alleviate the pressure on the existing route and provide an alternative through Arena/Temple Island. We note that a decision has been taken to 'de-scope' the southern route. We have been in touch with the Mayor's office and are grateful that more information has been provided, but we are still unclear of the details and implications of de-scoping the southern access.

The information we have in relation to the A4 and the southern access to Temple Island is as follows:

Approval sought to de-scope EW2: Southern Access, £6.45m, from the initial cost profile and programme. It's now partially replaced by the L&G scheme proposed masterplan which currently includes access from A4 to TI (subject to planning). An internal briefing note detailing the descope of Southern Access has been prepared and appended to this Form.

A4 Vehicle Protection study - £65K: BCC Highways have requested a study of the existing crash barrier and a design of solutions to reduce risk.

Southern Gateway Ped/Cycle link Study - £29K: Feasibility study of additional infrastructure to run alongside the A4 between the Southern Access and SG Transport Hub.

Details of alternative options considered and rejected: Southern Access was considered to be kept in scope, however with new scope identified and required and the L&G scheme now partially replacing



the Southern Access with access from A4 to TI (subject to planning), it's deemed as unnecessary. The funds are proposed be brought back into the contingency.

The surveys on the A4 boundary have been identified by BCC TDM and Highways, and have been added, subject to approval, in order to identify opportunities to synergise between ongoing highways works in the wider TQEZ development.

Question 1

Please can you clarify details of the access that is now proposed, from the A4 to Temple Island, in the L&G proposed masterplan?

Question 2

This is a bit cheeky, but I wondered if the Mayor would consider cycling on the shared footway along the Bath Road between Temple Meads and Three Lamps junction at around 5.00pm in order to gain first-hand experience of this route? This might help to emphasise the importance of improving the route as part of the developments occurring in the Temple Meads area.



QUESTION PQ24

Subject: Cycling Gloucester Road

Question submitted by: Andrea Mackay

My question is about cycling along Gloucester Road. As an experienced cyclist, I still find that travelling into town by bike from Horfield can be an unpleasant and sometimes dangerous experience. The A38 is heavily polluted, and there is no continuous, uninterrupted cycle Lane, or path dedicated to cyclists. In addition? the markings which should give cyclists precedence, such as cycle boxes at traffic lights, are barely visible in many places. What specific steps will the council take in 2021 to make this very well used route much safer for cyclists?

QUESTION PQ25

Subject: Clean Air Zone Update

Question submitted by: Katrina Billings, Bristol Clean Air Alliance

Please can the Council give an update on the Clean Air Zone. With the lack of any public communication of progress, it is feeling unlikely that the October 2021 implementation date will be met. Is it not about time for the Council to tell the public whether there has been a delay, and if so to justify the reason for the delay ?

QUESTION PQ 26 & PQ 27

Subject: Stakeholders and Passengers consultation & review of WECA

Question submitted by: David Redgewell, south west transport network and Railfuture Severnside

Will the mayor please explain what progress is being made by the west of England combined authority metro mayor with North Somerset council on plans for stakeholders and passengers consultation forums working with Bristol Transport board on bus back better the National bus strategy and on bus service improvement plan for the city region as per the buses minister Baroness Vere and department for transport requirements and bus service consultation such as on bus 17 Keynsham to Kingswood Hillfields Staple Hill Fishponds Eastville park Southmead hospital bus station which is being changed in September 2021 into routes without passengers consultation including Southmead hospital staff.

Question 2 .

Will the mayor and the leader of North Somerset council Banes and South Gloucestershire council work toward a governance review of the west of England combined authority and North Somerset council becoming a full member with a devolution deal

With Mayor Dan Norris to set up full integrated transport authority to run Bus and rail light rail coach and ferry services like Liverpool City Region Greater Manchester and the West Midlands.

And transfer all public transport officer from the 4 Unity Authorities to a Regional Transport Authority work including making the Western Gateway Transport Board more regional effective.

