

## Public Forum Questions

### Questions 1 & 2 - Rob Bryher

#### **Seymore Road Community Parklet Working Group**

**Q1:** If this project passes to Stage 2 and is then funded through CIL monies in November, is it unclear whether we will then have to go through a separate permissions process in order to start work in spending the funding as soon as possible. We asked for a meeting with Cllr Don Alexander to discuss this (amongst other matters) and were advised to use the CIL process.

Please can you clarify what process we would need to go through, with as detailed timelines as is humanly possible, if this proposal receives CIL funding?

#### **Answer 1**

The Area Committee is being advised by Transport not to approve this project at this time:

*Not supported at this time. At present, we do not have an established policy for delivery and maintenance of pocket parks on the public highway in residential streets. The pilot Liveable Neighbourhood project in St George is piloting co-design of community led initiatives and we need to learn the lessons from this before we proceed with any pocket parks on road in residential streets. Any pocket parks need to be managed, consulted on and approved by BCC as the local highway authority and installed and maintained by organisations with the appropriate level of public liability insurance to do so. Therefore, whilst the local commitment to this project is positive, the proposal for the design to use locally sourced recycled materials and be constructed by the community is not currently possible.*

If the Area Committee did decide to approve this project, there would need to be a conversation between the local group and Transport about which organisation would deliver the project; the organisation would have to be eligible (as per the guidelines) OR an eligible accountable body would have to agree to receive the funds; It might be that Transport would agree to deliver. Whichever organisation was going to deliver would have to complete the Full Proposal for consideration at the November meeting.

We could do the funding agreement shortly afterwards, but it looks as if negotiations between any external organisation and BCC Transport would have to be concluded before the work could be undertaken. It's not possible to say exactly how long this would take.

**Q2:** Given that there is currently no process for communities to register interest in installing a community parklet on their street, please can you offer:

1) a single point of contact for the public to enquire about the suitability or otherwise of a potential scheme

AND

2) a criteria for what street level changes can be implemented quickly and easily by Bristol City Council?

This is so people don't waste time on developing ideas that would not be agreeable to the council, even to the extent of going through the CIL process without any certainty that, if funded, the scheme will be given the relevant permissions.

## **Answer 2**

There is no single point of contact for these matters, requests should be sent to [highways.traffic@bristol.gov.uk](mailto:highways.traffic@bristol.gov.uk) and this will be forwarded to the most appropriate team depending on the proposal and location.

There are no set criteria for what changes can be implemented quickly and easily. All proposals for any changes to the streetscape need to be approved by the relevant teams within the City Council as well as any effected external bodies to ensure health and safety requirements are maintained. They also need to be supported by the wider community.

Therefore, any proposal must be treated on its own merits and, as with all proposed changes on the highway, allocation of funding does not guarantee delivery whilst the outcome of these stages remains uncertain.

## **Public Forum Statements**

### **S1 - Rob Bryher**

#### **Seymour Road Community Parklet**

I write to ask for your close consideration and good will towards a community project we have been developing over the last year or so. We believe it represents an excellent proposal to be approved to Stage 2 of the CIL process when you meet on 28th July and would deliver exciting and beneficial outcomes for local residents, businesses and the Easton & Lawrence Hill community as a whole.

Actions already taken:

- Door-to-door community consultation (April 2022)
- Informal parking survey (May 2022)
- Overall project proposal submitted to Mayor, Cllr Don Alexander and council officers (June 2022)
- Community co-design sessions (July 2022)
- Email to all Area 4 Committee members with evidences of the above (July 2022)

We strongly believe that a community parklet would benefit residents of Seymour Road, community organisations in the local area, businesses along Stapleton Road and the wider Easton & Lawrence Hill community who regularly use Seymour Road as a walking and cycling route and would benefit from a place to rest and interact with others. The parklet would help provide more green space in a deprived inner-city area, encourage active travel such as cycling and would improve the ambiance of the street. Importantly it would also act as a focal point for bringing people together both via spontaneous meet ups and more organised social groups e.g. gardening clubs, mother and baby groups etc. This would help tackle social isolation and lack of community cohesion.

Thanks for reading this statement,

Rob Bryher

Seymour Road Community Parklet working group