

**The following statements have been submitted – full details are attached:**

	<b>Name</b>	<b>Subject</b>
CS01	Cllr Gary Hopkins	BCC Systems Breaking Down
CS02	Cllr Mark Weston	A4018
CS03	Cllr Brenda Massey and Mark Weston	The former Wayfarer site in Brentry
CS04	Cllr Ed Plowden	statement in support of Knowle Community Party's silver motion
CS05	Cllr Tim Wye	Supporting disabled people with CAZ
CS06	Cllr Mohamed Makawi	Civic Conduct

**CS01**

**Members Forum statement from Cllr Gary Hopkins**

**Subject: BCC Systems Breaking Down**

I am making this a statement as the story it tells is an illustration of how systems are breaking down and the problems are made worse by the cutting out from the system local cllrs. That subject should be discussed in a motion debate later.

I have removed all references to individual officers because not only would that be unfair but it would lose the point about the system being the problem.

Some years ago there was a problem spot in the knowle park part of the ward which is a generally very pleasant area with a mix of some council properties but a majority of owner occupiers. A back lane whose use was never defined by the council had become an area for drug dealing and ASB. Not the city's greatest hotspot but a nuisance to the neighbours and a problem that the local police could do without. A local resident whose house was at one end, with the support of neighbours, local cllrs, a housing charity and the police put in a gating scheme with gates at either end.

Problems stopped and although some residents had access, and there was still a driveable roadway, the area became a small wildlife haven.

One neighbour with access though decided that was not enough and started on a project to take over part of the area and to build a large garage complete with power and facilities for working on vehicles.

My colleague Cllr Davies 3 years ago wrote to the housing office to request that this activity be put a stop to. A housing officer seems to have attempted to take some action but it was not followed through upon. The original "gaters" wrote at least 9 e-mails without even receiving a reply and phone calls produced no response. Meanwhile the garage progressed. Finally a couple of months back i put in an official complaint at a senior level. It specifically referred to the original housing officer as they had been handed the responsibility and all the unanswered e-mails were sent there but no reference to them was made in the response.

The response came from a middle manager.

It firstly agreed that the matter had fallen off the radar of the local team (despite cllr complaints and regular chase e-mails from the "gaters")  
Then it said that the matter had been referred to a committee to decide what to do with the land . No conclusion had been reached.  
It also said that the matter of the illegal garage had been referred across to legal dept for action but as the solicitor dealing had left the matter was not further progressed.  
On our recommendation the "gater " had applied to lease the land to protect it. This and we believe competing applications to lease were passed to a team to decide. The officer dealing with this retired and nobody picked up the matter.

The officer penning the response from housing did not see that they had a problem because they had passed the matter to other parts of the council who had not responded. Time and money have been expended with zero result apart from local annoyance. No feedback has been given at any time and the pass the parcel approach is deeply damaging for those that want this council to respond to responsible local residents and cllrs and provide an efficient service to our public. I still await progress.

## CS02

### Members Forum statement from Cllr Mark Weston

#### Subject: A4018

#### Public Statement on the A4018 'Improvements'

Cabinet recently approved funding to deliver a series of 'improvements' along a section of the A4018. The measures include:

- Introducing a new 30mph speed limit at Crow Lane to cover the whole of Passage Road
- A new signalised pedestrian crossing north of Dragonswell Road across to Brentry Lane and upgrading of the one south of Crow Lane
- A segregated cycle route, north- and south-bound, between Crow Lane and Charlton Road (up the Brentry Hill)
- Inbound and outbound bus lanes, operative all day, from Crow Lane to Charlton Road (these are the ones that proved controversial as most of us argued that they're weren't needed as this wasn't where the bus got stuck - although the lanes are shorter than first proposed they are still going in)
- New bus stops between Crow Lane and Charlton Road
- Installation of a pedestrian crossing on Passage Road close to Westbury-on-Trym primary school

Most of these are supported by residents and communities however it is the fourth point that is proving particularly problematic.

We have made reservations regarding the proposed new bus lanes previously. Our concerns are as follows:

1. This isn't actually a stretch of road that buses get delayed on - feel free to ask the local bus users who on the whole agree
2. It is a 24 bus lane without 24 hour buses and actually only the number 1 uses that stretch of road
3. The stretch of road suffers from natural pinch points that will cause real mayhem if this plan is proceeded
  - As you travel north towards Cribbs Causeway the traffic crests Brentry Hill and moves from one lane to two lanes. This allows a large amount of traffic to flow. Without this increased capacity the traffic will back up and over the hill - delaying the north bound buses. We have seen this previously when the bus lane was first installed by the White Tree roundabout. It was too long and caused massive congestion. We in North Bristol remember this and I can assure you this isn't nimbysism - we understand how the traffic flows in our part of the city as we will live with it all the time.
  - By contrast if you are travelling south into the city you arrive at the Crow Lane roundabout on two lanes of traffic. If you then move on and suddenly move to one lane (because the bus lane has been installed) then you will create congestion and cause the traffic to back up onto the roundabout as it tries to filter from two lanes to one lane. Again this is predictable.

I would strongly suggest that you look again at what is being proposed, and ideally remove the lanes entirely, or at the very least massively shorten the bus lanes to allow the proper filtering of traffic and give it time and space to filter from two lanes to one.

I urge the Mayor to reconsider.

### CS03

#### Members Forum statement from Cllr Brenda Massey and Cllr Mark Weston

#### Subject: Former Wayfarer site in Brentry

The former Wayfarer site in Brentry

To the Mayor

Right on the border of Brentry and Southmead sits the former Wayfarer Pub site. Approximately ten years ago the former pub was closed and knocked down. The private owners proposed a mixed development of retail, shops and even a police station.

In the end this failed to be delivered for two reasons:

- 1) The desire to build houses directly over the geologically sensitive Pen Park Hole proved deeply controversial
- 2) The design was configured in such a way that if the shops were being serviced then police couldn't get into and out of the station
- 3) Point two led to the Police looking for alternative sites which undermined the viability of the scheme

When planning failed the owners erected a wooden 2m high fence around the site and left it to fall into decay and disrepair. It is now an eye sore.

- ☐ Holes have been kicked in the fence and it is no longer secure
- ☐ Flytipping has been a real problem
- ☐ The plot is overgrown
- ☐ Parties, fires and rough sleepers have all been a challenge for local residents
- ☐ Drug dealing has also been witnessed by neighbours to the site

We are asking for the Mayor to directly intervene to improve this blot on the land scape.

We propose the following:

- ☐ That enforcement be taken against the owners to resecure the site and improve its visual amenity
- ☐ That the council ascertains the owners desire to develop the land
- ☐ If the owners aren't willing then the council should look at purchasing the plot.

If the site is not to be developed for housing (and we know the area around the hole certainly could not be due to its scientific importance, then it should be developed as a play area or wild flower meadow. At the moment the site is an ugly blot on the landscape that serves no purpose other than as a breeding ground for rats.

Thank you for your consideration

**CS04**

**Members Forum statement from Cllr Ed Plowden**

**Subject: statement in support of Knowle Community Party's silver motion**

I support more transparency and information being given to councillors. The Mayor supposedly expects us to take a leading role as "local community leaders", but I am not convinced that this is possible with the information we are allowed to work with.

In addition to the administration's astonishing refusal to release the Workplace Parking Levy report (see my Member's Forum question), I also have local examples in Windmill Hill Ward:

Firstly, during a meeting with the Cabinet Member for Transport and officers we were informed that traffic interventions are planned for Windmill Hill. This is something that many residents are concerned about, and, as a result of the meeting, in good faith I was optimistic that something was happening.

Since then I have been repeatedly writing to asking for information about what plans are being brought forward and when I have had a response it is no more than the pilot Liveable Neighbourhood in St George needs to be learnt from before any more plans are made.

So it is a surprise that a local resident has been informed, on applying for planning permission, that Traffic Management schemes in the area are now formally listed as constraints. They have contacted me to understand what these are, but Lisa Stone and I have not been informed as to what appears to be a formal change of policy in our ward.

I accept that these may not yet be planned, but to do my job and respond to local residents I do need to know that this is now sufficiently advanced as a formal policy as to be communicated as part of planning applications; it is not acceptable that I first heard of this from a resident.

A second local example is mass transit plans through Mead Street. All the development brief for Mead Street says is that "the area is well positioned to access the public transport network, including a proposed mass transit route" and "Bristol City Council are also undertaking a study to assess options for an underground mass transit route which may serve the Mead Street area."

However, when the first plot came to planning committee, Savills (with whom the Council places a great deal of paid contracts) repeatedly said that Mead Street is in scope to be part of the Mass Transit system, which presumably can then only turn up St Lukes Road. It would appear that contractors to the Council are being given more information than local ward members.

I sincerely hope as part of a transition from the Mayoral system to a more accountable and participatory system that ward members will be kept better informed.

**CS05**

**Members Forum statement from Cllr Tim Wye**

**Subject: supporting disabled people with the Clean Air Zone**

Progress towards tackling air quality in Bristol is welcome and we agree that a CAZ is one of the strategies to do that. However, we are concerned that given how long this has been in the planning sufficient adjustments have not been made to accommodate the needs of disabled people, many of whom are among the most disadvantaged in the community. BDEF have raised a set of what we believe are entirely justified concerns. I don't intend in this statement to go through their concerns in detail but in summary they are deeply and rightly concerned that the plans and exemptions for disabled people will deny many of them access to the city as many are on low incomes and will not be able to afford to upgrade their cars in the foreseeable future. The process is complicated; the transitional arrangements are simply not long enough; and many disabled people are excluded from access to support as the BDEF statement details.

We appreciate the difficulties in making exceptions. Too many exemptions could undermine the scheme and will be an administrative burden. However, I do not imagine that ensuring disabled people still have access to our city will generate significant number of journeys.

We therefore call on the council to revisit the support for disabled people.

**CS06**

**Members Forum statement from Cllr Mohamed Makawi**

**Subject: Civic Conduct**

Since I entered this chamber and even before that, I have felt the tension of the relationship between the members of different parties. Too often the atmosphere is poisonous and unhealthy.

And now we have used up nearly half of our terms as representatives elected by the citizens of the city. Residents put their trust in us to be voices to represent them – not as enemies fighting in a battle for political gain, for the interest of our parties. We were elected to serve the public interest – to serve Bristol not erect party political bulwarks.

Both inside the chamber during Full Council or Cabinet meetings, and outside it in press statements or social networking sites (Twitter, Facebook & others) – from the top of the pyramid to the backbenchers.

Here I do not exclude myself, but I ask why?

Are these democratic practices serving the city of Bristol and its residents? How can this be fixed? We must be transparent and frank with ourselves and with our colleagues to reform the democratic situation until we reach the ideal way, so to speak.