

## **Full Council – 8 November 2022**

### **Petition Debate - 'Make Bristol a Place Where Everyone Feels Safe to Cycle.'**

#### **Recommendation**

That Full Council debates the petition and refers it to the Mayor / relevant Cabinet member for a formal response.

#### **Summary**

Under the Council's petitions scheme, where a petition has 3,500 or more signatures from people who live, work or study in Bristol, the petition organiser can request a Full Council debate. The Council has received a petition with the title 'Make Bristol a Place Where Everyone Feels Safe to Cycle'. The petition organisers have requested that Full Council debates the petition.

#### **Details of the petition**

1. The wording of the petition is as follows:

Petition title / subject: **'Make Bristol a Place Where Everyone Feels Safe to Cycle'**

#### **Petition wording:**

We the undersigned demand that Bristol City Council completes and publishes an updated Bristol Cycling Delivery Plan.

This Delivery Plan should include the creation of a comprehensive network of protected cycle lanes connecting all parts of the city (above and beyond those radial routes described in the WECA LCWIP). It should state that existing cycle lanes must not be removed (as has recently occurred on Cheltenham Road and is threatened on Whiteladies Road), but that they are upgraded to current national standards and are made continuous, so that they are inclusive, accessible and safe for use by young people and adults.

The Delivery Plan should include a strategic city-wide approach to secure cycle parking both in residential areas (cycle hangars) and at transportation hubs and destinations to contain the rampant bike theft that is occurring.

Additionally, it should include schemes to increase cycling participation like cycle training, safe cycle routes to schools, a cycle loan program.

Currently there is no plan for cycling despite the 2019 Bristol Transport Strategy committing to the production of an updated Cycling Strategy

2. The petition has been organised by Ian Pond (Bristol Cycling Campaign)
3. The petition has secured 3659 signatures to date, 3559 from Bristol residents. Verified as of 24 October 2022.
4. The Full Council is asked to debate this petition.
5. Under the petition scheme, the petition organiser is permitted up to 5 minutes to present and speak to the petition. The petition scheme allows a further period of up to 15 minutes for discussion of the petition by councillors at the Full Council meeting.
6. The Full Council has agreed the following in relation to dealing with petitions with over 3500 signatures: The topic of the debate should be referred to the Mayor/Cabinet, or other relevant body with the petitioner's views and Full Council's views.

## **RECOMMENDATION**

**Following the debate, the Full Council is recommended to refer the petition to the Mayor, in order that the Mayor can consider his response, in liaison with the relevant Cabinet member.**

### **Reply:**

Thank you for the petition submission.

My response to the debate has been published on my blog site: [Making Bristol's transport network safer for all - The Bristol Mayor](#)

**Statements which require a written reply:**

STATEMENT PS 02

Submitted by Deborah Hurst

Title: GOLDEN MOTION

At last some clear thinking on an issue that is so important locally and globally as we currently are not meeting targets set in Paris accord, far from it re warming i.e. more sustainable affordable housing being built on BROWNFIELD SITES THAT LITTER CITIES GLOBALLY INCLUDING OURS . WHILST THESE EXIST THERE CAN BE NO INTELLIGENT REASON AT ALL TO BUILD ON GREEN SITES BECAUSE IT MEANS MORE PROFIT FOR CONTRACTERS AND THEIR SPONSORS !! KNOW WHAT I MEAN ?

I FULLY SUPPORT THE GOLDEN MOTION with hope in my heart that this Governments ludicrous and cynical target for our city is wholeheartedly rejected

I enclose some below some info in hope they may help your argument

Evolution 5 ( leaders in construction management & consulting)

The UK Sustainable Development Strategy - which promotes an environmentally sound approach to development and sustainable economic growth - advocates using brownfield sites.

With a scarcity of available development land and over 400,000 hectares of contaminated land, some of which dates back to being the first industrialised country globally, the UK has become a world leader in the regeneration and management of industrial land.

Whilst there is an argument that brownfield sites can themselves create new areas of biodiversity in urban areas, their development over greenfield sites undoubtedly protects and preserves the UK's limited untouched green areas and preserves rural spaces and sustainability.

BRITISH MUSEUM ARTICLE (GOOGLE)

UK " LEAD THE WORLD" In DESTROYING THE ENVIRONMENT

NEW ECONOMICS FOUNDATION ARTICLE

EXPOSED : THE UK HAS LED THE WORLD IN DESTROYING THE NATURAL ENVIRONMENT

2020 Daily Mail ARTICLE Sir David Attenborough

By regarding the Earth as our planet, run by humankind for humankind, we have already wrought untold damage

A brilliant article

I wish you one and all the very best of luck on 8th FIGHT HARD AND TRUE BUT ALWAYS WITH INTEGRITY

**Reply:**

Thank you for your statement in support of the motion which we voted for.

Bristol currently has a population of 472,000, and due to its popularity, this is estimated to be 550,000 by 2041 so the housing crisis is only going to grow. The housing crisis is more than homelessness and impacts affordability too. In 2018 Bristol had a housing affordability ratio of 9.12 for average house prices to average earnings. This is higher than the English average of 8.00, and the highest of all the English Core Cities (who all have affordability ratios lower than the national average).

This crisis has the ability to undermine the economy and be the basis of social and political resentment which will impact all of us.

A failure to deliver affordable homes is not an option. If people's needs are not met, we risk creating the conditions for a reactionary, populist politics that comes with a message of protecting people through stronger borders and rolling back environmental measures that undermine employment. It's critical we are ahead of this. It's one of the reasons I stress the interdependence of homes, environment, jobs and equality.

We have been reviewing our approach to how we increase the density of development in the city. The growth of Bristol's skyline will facilitate this. Tall buildings built in the right way, in the right places and for the right reasons communicate ambition and energy. Years of low-level buildings and a reluctance to build up in an already-congested city is something the administration is keen to change.

We are working to meet this housing need in the face of a climate and ecological emergency. The types of homes we build, and where we place them will be one of the biggest determinants of the carbon price we pay for Bristol's growth. We need to minimise the carbon price by building densely within an active travel distance of employment. Every time you don't build centrally you have to build somewhere else. The further away it is, the bigger the carbon consequence, even as we drive standards for more energy efficient homes and travel. Driving development to the edge of the city guarantees car dependency and high carbon use as people find themselves away from public transport corridors or too far to use active travel options.

In a city determined to be carbon neutral by 2030 this isn't feasible as it is not just how we build homes but where we build them that will dictate the carbon price we pay for this growth for generations to come.

STATEMENT PS 06

Submitted by Hilary Rydon

Title: Golden Motion

I write to confirm I support the above motion by the Green Party to reduce housing targets in our Local Plan to a more achievable number.

**Reply:**

Thank you for your statement in support of the motion which we voted for.

We reject the government's 2019 manifesto target of 300,000 homes a year. That's not because we think the UK is incapable of delivering 300,000 homes a year but because of a lack of political bravery needed to take that holistic view of UK growth, but instead scared of upsetting their voters in the rural hinterlands, they took this figure for a total number of homes to the 20 biggest cities and slapped a top-down 35% increase on all our housing numbers.

We have a housing crisis in Bristol. We want thousands of affordable homes to be built every year, but local government cannot be penalised for not reaching a target that was set by an ex-Prime Minister. The number of affordable homes being built in Bristol has reached a 12 year high. We've launched a strategy of how to build 1,000 affordable homes a year. We have got spades in the ground for the biggest council housing development of the generation.

STATEMENT PS 07

Submitted by Clive Stevens

Title: Golden Motion

I am writing to support the Golden Motion about setting a realistic housing target for Bristol. In so doing I urge you to start Planning by defining the word NEED properly (as in housing need).

A need is a necessity, something essential or very important rather than just something desirable. A housing need should therefore reflect that.

Examples of housing that don't satisfy a need are

-building a house for tourists satisfies a desire (to make more money and offer temporary accommodation for holiday makers).

-building a second home.

In fact building such properties in a city with a shortage of land just increases the price of land, materials and labour, making it more difficult to satisfy the real housing need.

The housing need is therefore the provision of affordable homes for the 16,000+ families on the housing list. Building those homes needs finance: some can be done as Council houses.

The rest via Goram and other good developers who will need to sell some market priced properties to finance the affordable homes. When I last saw a business plan it was about 1 for 1. You should therefore set the affordable housing ratio at 50% and no exceptions.

I stress: the only housing need in the next 15 years is 16,000 affordable homes, plus some for people entering the housing list each year, plus some market priced properties to finance the affordable homes.

Other property is not needed (it is wanted or desired) and allowing that to be built during this affordable housing crisis uses up much needed green space and land and enables a developer to outbid for land which is actually needed for affordable homes.

Developers who build housing for wants/desires can go elsewhere.

If you carry on doing the same thing you have done for the last 20 years you will get the same results. That is a longer waiting list, a bigger affordable housing crisis, homelessness and misery for many.

Or you can actually give permission (and build) what is needed. And save some green space and land for the people of Bristol.

**Reply:**

A housing need is defined as circumstances in which the delivery of housing is an essential requirement to live.

The administration is elected to shape the city and the outcomes we want for it. The changes coming for Bristol cannot be left to the chances of a developer aligning with an out-of-date Local Plan. We work to push the UN's Sustainable Development Goals, affordability targets, mixed tenures, modern methods of construction, and active frontages. We want to make sure the changes happen as coherently as possible. It's essential we work in partnership with landowners, developers, and local communities, to create development frameworks which will set out the principles that will guide and inform how change will take place in an area.

We are ambitious, both in the administration and the local plan working group, but even if we far exceed our ambitious targets, along with our other major cities, we just do not have the

land to build the homes in that non-evidenced based target. Following our own housing needs assessment and in line with the recommendations of this motion, we will be planning for 10's of thousands of homes to be built in this city. We should be given the ability to do that without interference from Whitehall. Michael Gove the second now back in post, I very much hope the government will rethink that 35% uplift and instead trust local government to plan our future ourselves.

For many months we have methodically working on all aspects of the local plan policy. This motion reflects the approach that labour is leading on. We are taking this evidence-based approach looking at the amount of land that exists in our city for housing, employment, retail, leisure, a plan for Bristol built in Bristol.

STATEMENT PS 08

Submitted by Trevor Brown

Title: Cycling in Bristol

What are you doing to make safe segregated cycle lanes into the city centre from the suburbs? At present it looks like nothing!

**Reply:**

Thank you for your statement. I have replied to the 'Make Bristol a Place Where Everyone Feels Safe to Cycle' petition on my blog site: [Making Bristol's transport network safer for all - The Bristol Mayor](#)

STATEMENT PS 09

Submitted by Paul Hilton

Title: Cycling in Bristol

I would like to make a number of comments as a cyclist of over 25 years in Bristol, and as a father of a teenage girl.

As an experienced cyclist there is no doubt that facilities for cyclist in the City have improved across the last 25 years, and have accelerated in the last ten, much to the benefit of cyclists as a whole. However, cycling with my daughter it is clear that the attitudes and behaviour of those driving motorised vehicles is a clear deterrent to cycling in the city, especially for novice cyclists, children, the elderly and those with adapted cycles. I note the following dangerous driving that discourages those new to cycling as well as putting those currently cycling at risk of injury and death:

1. Close passes - this is particularly common, and I experience a close pass at least once on every cycle ride I do in the city.
2. Verbal abuse - especially if cycling in the primary position and intimidation
3. Speeding
4. Mixing with HGVs (an acute problem going South on the Wells Road/A37)
5. Parking across cycle lanes/tracks
6. Poor awareness of cyclists in general - cutting across on lanes, pulling out in front of cyclists

The City Council, in order to make cycling and walking the default option for short journeys in the city need:

1. The installation segregated cycle routes on all main A roads and significant distributor roads in the city.
2. An increase in Low Traffic Neighbourhoods to enable safe cycling and walking between key cycling and walking links.
3. The removal of car parking along key link routes.
4. A city wide ban on pavement parking.
5. Parking for blue badge holders only in our Parks and Open Spaces.
6. School Streets for all primary schools with the aim to make the changes permanent.
7. Discounts on council tax for non-car owners and increases for households with more than one car.
8. A review of travel plans for all secondary schools and colleges with the aim to ensure infrastructure, public transport and vehicle removal are targeted to ensure our young people have real choices how they get to school and college.
9. Extension of the clean air zone.
10. Enforcement and strengthening of 20 mph zones.

Without radical changes, we will not see the step change in travel behaviour to meet zero carbon goals and we will fail to create an environment where walking and cycling will be the default for journeys across our city.

**Reply:**

Thank you for your statement. I have replied to the 'Make Bristol a Place Where Everyone Feels Safe to Cycle' petition on my blog site: [Making Bristol's transport network safer for all - The Bristol Mayor](#)

STATEMENT PS 10

Submitted by Rory Peliza

Title: Make Bristol a place where anyone feels safe to cycle

Cycling is one of the cheapest forms of transport, it is also a great source of exercise and, unlike cars, does not contribute to air/noise pollution or climate change.

Therefore Bristol City Council should work to create a plan throughout the city to encourage people to cycle. One of the main barriers to people cycling is that they do not feel safe on the road[1]. Currently only 28% of disabled people and 41 % of residents think that cycling is safe in Bristol[2] Therefore it is vitally important that bike lanes are segregated, they are continuous and that they are widespread throughout the city.

investing in cycling infrastructure will reduce the numbers of cars on the road[3], and therefore aid in reducing the levels of NOx, PM10 and PM 2.5 (which affect children and older people the most) within the city - this will improve people's health[4]. In addition to this it is well documented that exercise improves people's physical and mental health[5]. We are living through a climate emergency; therefore we need to find ways to reduce our Carbon emissions. Cycling could be a useful tool to reduce the Carbon emissions of transport throughout the city2.

Bristol City Council needs to implement the right policies and create the right infrastructure to allow people to make the right choices.

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[1] Walking and Cycling Statistics England 2019, Department for Transport, August 2020

[2] Walking and Cycling Index, Sustrans, Bristol City Council, May 2022

[3] Reducing Car Use, Sustrans, November 2019

[4] WHO Global Air Quality Guidelines, World Health Organisation, 2021

[5] Benefits of exercise, <https://www.nhs.uk/live-well/exercise/exercise-health-benefits/>, accessed 01/10/2022

**Reply:**

Thank you for your statement. I have replied to the 'Make Bristol a Place Where Everyone Feels Safe to Cycle' petition on my blog site: [Making Bristol's transport network safer for all - The Bristol Mayor](#)

STATEMENT PS 12

Submitted by Alison Wren

Title: Silver Motion

I have a first-class Biology degree and an MSc in Health Education and have taught biology and other sciences in secondary schools and FE colleges for many years to adolescents and adults.

I refer to the Silver Motion of 5th July 2022 and the original unamended published motion which stated:

[Council] recognises that beliefs such as that of “gender critical” can be protected, however this does not give the right to express those beliefs and the following statements in the amended motion:

1. The council resolves to recognise and affirm trans men are men, trans women are women  
The UK National curriculum in science at KS3 requires the teaching of “structure and function of male and female reproductive systems, gametes and fertilisation”, and at KS4 “sex determination in humans” which involves the fact that the fusion of an X bearing ovum with either an X bearing sperm or a Y bearing sperm is how sex is determined in all mammals.

At A level biology various differences in sexual development (formerly known as intersex) involving chromosomes, genes and receptor molecules are also discussed.

2. That [the council] will act on any known instances of anti-trans literature or propaganda being sent into our schools.

Is it Bristol City Council’s position therefore, that these objective biological truths taught in all secondary schools are in fact anti-trans propaganda?

As someone whose retirement was hastened by being required to agree that girls can be boys, I am concerned as to the effect of this motion on both teachers and their students and would ask the Council to clarify its position in relation to the teaching of biology in Bristol schools.

Reply:

The motion is not binding on council policy. The views of Councillors on matters arising from the motion wording is for them.

STATEMENT PS 13

Submitted by Clare Freshwater-Turner

Title: Slow progress- Safe Crossing for Cranbrook Road

My statement is on behalf of the Community Crossing for Cranbrook Road group. We would like to voice our frustration and concern over the slow progress for the crossing and the risk this poses to all road users.

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

There was a public consultation held 31st January 2022 to 21st February 2022. Since then we have not heard anything and there has been no progress.

The road traffic has increased a lot since the return to school this September 2022 and we are very concerned for the safety of all road users at this stage.

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

Reply

Following the consultation work there have been internal review of the proposals. There were concerns about the design and the future maintenance which we believe have now been resolved.

Due to staff shortages in the Road Safety and Local Engineering team they were unable to progress projects as early as anticipated. I share your disappointment in this but fact is that backroom capacity of local government has been reduced over twelve years of central government austerity.

I have asked the team to update local councillors so that they can share the progress with you direct.