

Public Forum

Date: Tuesday, 13 December 2022



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2. Public Questions Received

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STATEMENT PS 01

Submitted by Haydn Gill

Title: Leadership for cycling

In 2020 alone, Cardiff City Council, Labour, built two cycleways, 4 miles long, through the centre of the capital city. Another 2 miles of fully separated cycleway are under construction leading to Heath hospital. Cardiff City Council did this because it had a cycling delivery plan and strong leadership. Cardiff didn't wait until the South Wales Metro opens.

The 4m wide cycle track along Cathays Terrace in Cardiff, similar to Gloucester Road, has capacity for 14,000 people an hour, more capacity than the M32. No driver shortages or strikes to worry about. No need for frequencies and timetables. It's turn up and go for 24hrs a day, 365 days a year.

Leeds City Council, Labour, has gone ahead and built 4 miles of fully separated cycleways since 2020. The city is infamous for being the largest European city without a metro, but Leeds didn't wait.

Coventry City Council, Labour, has built 4 miles of fully separated cycleway since 2020. These link the University, hospital and Binley Mega Chippy. Coventry didn't wait until it gets a metro.

Brighton City Council, a council with no overall control split Greens and Labour, has built 3 miles of fully separated cycleway since 2020, reallocating road space to allow pedestrians to enjoy the previously shared use seafront. Brighton didn't wait until it gets a metro.

Oxfordshire County Council, a council with no overall control split Conservative and Liberal Democrats is building miles of quick ways since July this year, focusing on roads with the highest levels of injury and death to people walking and cycling, this is supported by 75% of residents. Oxford didn't wait until it gets a metro.

In Bristol, there has been the Park Row whack-a-mole, all 800m of it. The wands give up at pinch points, vehicles park on the lane, and fully trained and licenced drivers run over the bollards. This Labour administration said we should wait for metro before expecting more.

Bristol has the same weather as Cardiff, same topography as Leeds, same 1970s road network as Coventry, same local election results as Brighton, and (nearly) the same levels of cycling as Oxford.

The only difference I can see is in Bristol's leadership.

There is evidence of improvements in reducing traffic, congestion and making cities better places to live and work in. We all want Bristol to be a better city to live and work in.

I'm asking for this administration to meet leading UK councils mentioned above to understand how making cycling and walking safer is possible and transformational.

STATEMENT PS 02

Submitted by Rob Bryher

Title: Suspend the Deregulated Bus Market

I am a steering group member for West of England Shared Transport and Active Travel (WESTACT) and I am amplifying other statements that include this open letter text in order to highlight some of the specific points made below at the meeting.

Open Letter: Calling on the WECA Metro Mayor and all Group Leaders in WECA to suspend the deregulated bus market and provide a franchised bus service under contract through the West of England Combined Authority

As residents and organizations in the West of England Combined Authority (WECA) (covering Bristol, Bath & North East Somerset, South Gloucester) and North Somerset, we are deeply concerned by the present cuts to essential bus services. The impact of these lost services will mean many, including the most vulnerable, will be unable to make essential journeys including to shops, schools, and doctors and hospitals.

We appreciate that the cuts to the bus services is the decision of privately run bus companies and although WECA is the regional transport authority, which does have some control over bus routes, the way that central Government has devolved power to the private bus industry means that the present system of a deregulated bus system is not fit for purpose and fails to put in place a reliable, vital, and affordable bus service for the benefit of everyone in the region.

The private bus companies are entirely profit-driven, so they're justifying the bus cuts with the falling passenger numbers, rising fuel and wage costs, and driver shortages that make the services unprofitable with no regard for the public need. Further, the financial support from the government during the pandemic will soon end and the private bus companies are not obliged to continue running services that don't make them profits. This deregulated market is always at odds with the bus services that many in our communities need to get to work, school, shops, and health centres.

These changes to local bus services are making many residents genuinely fearful that people of all ages and abilities will be cut off from vital facilities they need to live well. Further, the loss of public transport will worsen congestion on the roads, increase air pollution, and undermine commitments WECA has made to reduce its carbon emissions and its climate emergency pledge.

Following the Metro Mayor's "Big Choices on Buses", this summer, residents across the region made clear their frustration with the already poor bus services provided and the lack of joined up ticketing options, often leaving children and the vulnerable stranded. Residents want and demand an overhaul of this broken bus system.

The current constitution of WECA requires that the Metro Mayor and the three group leaders of Bristol, Bath and North East Somerset, and South Gloucester to all agree to make changes to the bus services. This open letter is calling for them to put in place bus

franchising. Bus Franchising requires WECA to suspend the deregulated bus market and provide a bus service under contract from WECA.

This open letter calls on the Metro Mayor, Dan Norris, and all local leaders to use the powers they already have to deliver a franchised bus service across WECA and North Somerset. Residents want and deserve a bus service that delivers for all, and the only way for this to take place is for WECA to use its powers under the WECA constitution to deliver bus franchising.

The WECA Constitution States:

Transport

The West of England Mayoral functions:

- Devolved and consolidated local transport budget (including maintenance funding)
- Identify a Key Route Network
- Prepare a Local Transport Plan including:
 - Strategic infrastructure delivery plan
 - Bus strategy; including all quality partnership arrangements and Bus Services
 - Bill Powers, for example franchising
 - Key Route Network (management and maintenance principles)

See page 4 of The West of England Combined Authority Constitution

This open letter highlights that the loss of bus service harms the interests of residents including, but not limited to:

1. The elderly are disproportionately affected as they often lack access to private vehicles, their health increasingly limits their ability to drive and move around, and, so, buses become a critical service.
2. Many disabilities and medical conditions result in serious mobility issues making it harder to gain a driving license and makes bus services an essential part of day-to-day living.
3. Children and young people are unable to drive and encouraging them to use public transport and sustainable transport options, e.g. walking and cycling, has been proved to create a lifelong habit of opting for active and healthier travel choices.
4. Obtaining a licence and driving are often a barrier for people whose native tongue isn't English

We know that the WECA leadership have the power to transform the existing bus service; to make it work for all residents across the West of England. How people are able to travel should be central to WECA's constitutional commitments.

Please suspend the deregulated broken bus market and provide a franchised bus service under contract through the West of England Combined Authority that is fit for the future.

We look forward to your collective action.

STATEMENT PS 03

Submitted by Louise Polledri

Title: The Lack of Public Access Automatic External Defibrillators (AED's) in and around Bristol

The proposed:

Public Access Automatic External Defibrillators (AED's) need to be placed on walls or buildings in streets every 3-5 walking minutes. All over Bristol. We need to be on par with Swansea.

If a defibrillator is inside a building but that building is closed it cannot be accessed in an emergency. And if a defibrillator is not registered with The Circuit, the national defibrillator network, this means that when a call is made to 999, the call handler cannot see that there is a defibrillator in the area.

Why:

Because they save lives. Anyone who suffers an out-of-hospital cardiac arrest should have access to an AED within a three-minute walk. 'If a defibrillator is used within 3-5 minutes of cardiac arrest survival rates jump from 6% to 74%'

'In the UK, due to cardiac arrest twelve fit and healthy young people aged between 14-35 die every week...' That statistic should not be so high and it is growing. This statistic does not include those over 35!

Achieved so far:

We have set up the: 'Sam Polledri Foundation' An organisation that aims to install, new public access Automatic External Defibrillator's (AED's), in as many places as possible. We also aim, with the help of Great Western Air Ambulance Charity (GWAAC), to give lifesaving training on how and when to use the equipment to as many people as possible.

We all want to ensure that anyone who suffers an out-of-hospital cardiac arrest has someone nearby who knows how to perform CPR and has an AED within a three-minute walk.

'The Sam Polledri Foundation' has partnered with GWAAC and has installed 4 AED's so far in 9 months, raising nearly £30,000. With additional help and support, we want, and believe we can, achieve so much more.

Conclusion:

My son, Samuel Polledri, recently died in Millennium square at the age of 24 years from a cardiac arrest. Although Sam was surrounded by five defibrillators in and around Millennium Square where he collapsed none of them were registered or accessible to the general public.

Had one of them been accessible, there is a 74% chance that Sam would be alive today.

We would like to see more people learn how to do CPR and use a defibrillator, and we'd like to see more AED's readily available in our communities. Then lives like 24-year-old Sam Polledri, might be saved.

Ultimately, with your help, we would also like to campaign for a change in the law that would ensure businesses install their AEDs outside their buildings, not inside. This means they can be registered on The Circuit and be available to everyone in their time of need.

We'd also like to campaign for first responders i.e., Policemen, to carry AED's in the boot of their cars, these don't have to be the most expensive models.

STATEMENT PS 04

Submitted by Simon Brookes

Title: Promoting More Practical Awareness of CPR

My experiences as a former volunteer community first responder for 9 years which entailed going to 999 calls on behalf of (SWAST) the ambulance trust, have left a fairly lasting impression upon me.

I wish to speak about the importance of promoting more practical awareness of CPR and I feel Bristol needs a proper network of 24 hour Community Public Access Defibrillators. Additionally, having trained a number of taxi drivers in CPR at the behest of the police, it has become apparent what benefits that skill would be to the public at large in Bristol.

I would like to speak for one minute at the public forum at the council meeting on 13th December, should I be permitted. My understanding is that Swansea has managed a network of over 340 defibrillators and Bristol has a very poor and in some areas non-existent number of 24 hour defibrillators.

If the council could actively support the promotion of CPR and be supportive of a campaign to give Bristol a proper network of 24 hour Community Public Access Defibrillators it would be a huge step forward in cardiac arrest survival rates where every minute counts.

STATEMENT PS 05

Submitted by Craig Lamkin

Title: Resident statement on the proposed changes to the A4018

The Bristol Council drive to reform the traffic network in support of public transport and reduced congestion is a valuable endeavour with legitimate purpose. It should, however, be balanced with other needs of the public infrastructure and the community which it serves – both locally and Bristol wide. The proposed changes to the A4018 with the introduction of a bus lane and/or signalised pedestrian crossing is short sighted and lacking thorough consideration.

The Major of Bristol and the Cabinet Member for Transport have both endorsed the Bristol Transport Strategy (2019) – its goals, outcomes, and intent should be honoured in the highest regard.

Outcome #4 of the of the Bristol Transport Strategy states that an integrated public transport to allow people to move around the city in a more efficient way is sought – this would appear to be the outcome with which the changes best align.

However, as has been raised by the local representatives, the area to be ‘developed’ does not currently suffer from congestion issues. Reduction of available lanes for general traffic, which accounts for the vast majority of road users, has no potential for improvement.

Any logical person, unencumbered by ulterior motives, can easily conclude that the likely outcome from reduction of lanes is a reduction in flow of traffic.

Furthermore, when the pedestrian crossing is factored in, which will bring traffic to a full halt, the easily foreseeable result is traffic queues backing up onto the Crow Lane Roundabout – creating secondary congestion issues.

Outcome #1 of the Traffic Strategy clearly states that efficient movement of people around the city is a primary objective. Outcome #3 is the same objective for goods vehicles. Both these objectives are undeniably hampered by the reduction in general traffic flow and increased congestion on this stretch of road – which is a recognised major road (for the movement of goods and people).

Ensuring steady, uninterrupted, unhampered flow of traffic on this critical section of public infrastructure is undeniably key in achieving the majority of the goals in set out in the Road Traffic Strategy – the planned works are evidently in contradiction to these outcomes.

Furthermore, it is Bristol Council’s responsibility to listen to the people it represents and the residents of the Henbury and Brentry area have made their opposition abundantly clear. The proposed changes will bring 18-months of disruption during construction, increased connection and travel times when the work is complete, increased air pollution and noise pollution for the foreseeable future, and zero benefits.

The proposed changes are unlikely to bring benefits to any of the wider Bristol community whilst almost certainly bringing negative effects to the infrastructure, traffic flow, and local community. This substantial amount of funding would be far better suited in other areas of the public agenda that are desperately in need of support.

As a citizen I am concerned about the lack of planning, consideration, forethought, and common sense applied to this, quite frankly, misguided development.

I urge the council listen to the populous it's meant to be serving rather than foolhardily pressing on with empty ventures simply to fulfil an abstract agenda – especially since the venture is likely to oppose the outcomes of the Bristol Transport Strategy, and ultimately, the goals of the very work you're undertaking.

STATEMENT PS 06

Submitted by O Fortune

Title: Bristol central library.

I am both horrified and saddened , deeply saddened in fact , that Bristol City Council is considering an act of cultural vandalism; attacking one of the few remaining public assets in our possession: Bristol central library.

Bristol central library was built with money donated specifically for its creation.

It was a gift.

On that basis I do not think it is morally justifiable to sell off or lease out Central library.

Central government is in disarray and their austerity policies have not been mandated by the electorate.

A general election is undoubtedly looming.

I call upon you to at least wait for a general election before doing anything drastic or permanent which could cost us our beloved Central library which is already bought and paid for having been gifted to the people of Bristol.

STATEMENT PS 07

Submitted by Sian Ellis-Thomas

Title: Better Facilities in Redcatch Park

There is a man in Knowle West called Mike Alden. Despite being registered disabled and unable to walk without a stick or a mobility scooter, he has been running a football club in The Park Knowle and Redcatch Park for over ten years. There are now 12 teams including 5 disability teams. He does this as a volunteer, completely unpaid.

We have nominated him for BBC Sports Personality of the Year Unsung Hero Award and he has made it to the shortlist and will be featured on the TV show on 21st December.

The club desperately need better facilities in Redcatch Park to accommodate the disability and girls teams. A cat transfer has been requested for the Pavilion so that this can be updated but this application has hit a wall. Bristol is about to be put on the national map because of Mike's achievement it would seem appropriate to reward his efforts by expediting the cat transfer so he can continue doing his amazing work for our community.

STATEMENT PS 08

Submitted by Suzanne Audrey

Title: The Financialisation of Housing

I am concerned that current policies towards development in Bristol are not addressing the city's need for affordable housing. The following extracts from Isaac Rose, *Against the Manchester Model*, Tribune 25.11.2022, seem very relevant to the current situation in Bristol [*Against the Manchester Model* (tribunemag.co.uk)]. I have replaced 'Manchester' with 'Bristol' in the text:

"... the skyline changed and thousands of new rental apartments came online. Yet, despite these new housing 'units', the city's housing crisis is only getting worse. In 2021, rents in the private sector were up.. Homelessness and temporary accommodation are rocketing, while [15,000-18,000 in Bristol?] wait for social housing. Out in the working-class districts, the slow violence of rent hikes and evictions grind on as rapacious landlords make up for lost time, cashing in on inflated property values or switching their assets into the lucrative short term lettings market.

"...by the middle of the 2010s [Bristol's] property boom would restart... Cheap land disposals favoured developers, 'Section 106' money for social projects went uncollected, and a planning regime contorted itself again and again to ram through developments.

"This time, international capital played an increasingly important role... The council began to look further afield for the capital and confidence that was required to put the wheels back on the development train... In exchange for capital investment, public land was sold at knock-down prices and no requirements on the developer such as affordable housing quotas and Section 106 payments have been asked for.

"As well as the (re)globalisation of the city's economy, via international capital investment in its property market, the post-crash decade has been notable for the emergence of a new phenomenon: housing financialisation. At its base this trend, visible in major cities across the world, is the transformation of housing into 'pure financial asset' rather than as homes for people. This process has made itself concrete through the proliferation of 'build-to-rent' apartment blocks across the city... On top of build-to-rent the city has seen a strong growth in other forms of high-yield financialised rental accommodation, Purpose Built Student Accommodation and co-living.

"... First, studies time and time again have shown across the world that where the financialisation of housing occurs, inequality, the pricing out of the working class and the intensification of housing crisis follows. Second, the empowerment of an organised and powerful class of property developers, investors and their allied industries alters the balance of power in a city, making them difficult to stop or control. Politicians and policymakers may think they can, like Faust, cut a deal with the monster, cash in on the investment and get what they want out of it. They fail to foresee that they may one day lose control. It feels like this moment is fast approaching in [Bristol] - if it has not already arrived.

“... Many of the social problems in the city today have their roots in Whitehall. But to overemphasise this fact is to ignore the very real choices taken by the city leadership itself. The Tory government in London has provided a very useful rhetorical foil for figures in the leadership of [Bristol] City Council to position themselves within the radical, anti-establishment tradition of [Bristol] and mask their own position as advocates for the interests of private business.”

STATEMENT PS 09

Submitted by Janet Croucher

Title: Protect our green spaces

Please remove green spaces from potential sites for planning consent. We need to keep our green spaces in Bristol, for the planet for ourselves and for the wildlife.

STATEMENT PS 10

Submitted by Angie Yeo

Title: Save our green spaces

Hello, I'm just writing to support housing development on brownfield sites, leaving inner and outer cities green land safe from development.

As a residence of Brislington we are fighting to save Victoria meadows from housing development.

Green spaces like ours are essential for healthier lifestyles for local residents and preserving wild life.

As we are in an environmental crisis please help keep our oxygen giving spaces green, by not developing on them but by preserving them.

STATEMENT PS 11

Submitted by Janet Poole

Title: The Iron Bridge Kingsweston

The Grade II listed structure known as, The Iron Bridge Kingsweston, was built in 1820 by John McAdam. It is the highest point in Bristol and has stood for two centuries.

The bridge unites the eastern and western portions of historic parkland and is used by locals and visitors who are able to enjoy the landscape and travel across it without having to negotiate the extremely busy road below.

7 years ago, the bridge was hit by a high sided vehicle and twice more after that. At this time many promises were made by BCC regarding the repair and reopening of the bridge. Since then, there has been an underlying feeling of frustration by locals at the lack of engagement and action by BCC.

We have done all we can over the past 7 years to get the bridge repaired and reopened. Locals have written letters, emailed, appeared on local TV, Radio and print media, as well as numerous on-site protests. All done in the hope that someone at BCC would hear our voice and action something that we feel has been ignored, overlooked and forgotten.

As a community we feel that it will take a serious injury or worse before the Bridge is repaired and reopened, something I know BCC would like to avoid.

We have been more than patient and now require BCC to follow through on their promise to local tax payers and move promptly to repair and reopen this historic, much loved and much used bridge.

STATEMENT PS 12

Submitted by Deborah Hurst

Title: NO MORE BUILDING ON BRISTOLS GREEN SPACES. INFACT INCREASE THEM

WILL YOU AS THE CITY COUNCIL, WHO HAVE FOR DECADES TALKED LARGE ABOUT YOUR CARE FOR GREEN SPACES AND THEIR BIODIVERSITY, EVEN APPLYING FOR AND WINNING EC GREEN CAPITOL OF THE YEAR IN 2015, STAND BY THE RHETORIC AND STOP GIVING PERMISSION FOR BUILDING ON OUR EVER DWINDLING GREEN SPACES ESPECIALLY THE 8 SNCI AREAS WITHIN THE CITY.

THIS IS QUITE SIMPLY A DISGRACE WHEN:

1. THE CITY IS STOCKED A PLENTY WITH BROWN FIELD SITES & EMPTY HOMES @ TENS OF THOUSANDS SITES, SOME HAVING BEEN EMPTY FOR A VERY LONG TIME. WHILE THESE EXIST THERE IS NO JUSTIFICATION AT ALL TO DESTROY OUR GREEN SPACES FOR CONCRETING OVER TO PROVIDE HOMES NEEDED YES BUT CAN BE FACILITATED IN OTHER WAYS THAT ARE ALSO FAR MORE ECOFRIENDLY AT A TIME WHEN VITAL GLOBALLY .SO DEVELOPE HERE SELL THESE SITES BEFORE YOU DESTROY THE BIODIVERSITY AT VARYING LEVELS AT OUR GREEN SITES BECAUSE ITS CHEAPER FOR CONTRACTORS .WHO DO YOU REPRESENT THEM OR US THE PEOPLE AND NATURE OF BRISTOL.

EXAMPLE: BRIS MEADOWS COST HOMES FOR ENGLAND 15 MILLION TO SPECULATING LONDON BASED COMPANY+2 MILLION TO YOU. AT AVERAGE 350,000 FOR THE 290 HOMES QUOTED THATS A NET PROFIT OF 101,500,000 -17 MILLION COST. SO COME ON THEY CAN AFFORD THE EXTRA TO BUILD ON BROWN FIELD SITES OR REFURBING EXISTING EMPTY PROPERTIES. YOU CANT REPLACE THE PRICELESS GREEN SPACES NOR THE SPECIES THAT ARE WHIPED OUT AS THEIR HOMES ARE BULLDOZED AND THE SO CALLED RELOCATIONS THAT CONTRACTORS WAFFLE ON ABOUT DONT WORK AS IT OVERSTOCKS THESE AREAS SO EVEN THE SPECIES ALREADY THEIR NOW STRUGGLE TO SURVIVE DUE THE INCREASE OF COMPETITION FOR EXAMPLE FOOD, LAIRES, DENS, ROOSTS. 2. WHEN THE PLANET IS NOW AT THE POINT OF NO RETURN IE 1.5 CARBON REDUCTION HAS TO BE REACHED IN NXT 9 YEARS, WE THE GLOBE ARE NOT EVEN CLOSE. WE SHOULD BE DOING EVERYTHING TO HELP INCREASE THE CARBON ABSORPTION & INCREASE GREEN SPACES NOT DESTROY THEM. IE AS MANY CITIES IN WORLD ARE NOW DOING... BRISTOL BE A FORRUNNER... PLANT PLANT PLANT ON ROOF TOPS ON FRONT OF BUILDINGS TO INCREASE CITY AIR QUALITY AND THE BEAUTY OF OUR CITY BY DECONCRETING ITS IMAGE, BEAUTIFYING IT & THUS INCREASING TOURISM AS A ECO FRIENDLY, STUNNING CITY TO VISIT & QUALITY OF LIFE FOR OUR POPULATION NOT LEAST MENTAL HEALTH

3. YOU TALK ABOUT CLEAN AIR BEING A PRIORITY WELL IF THATS THE CASE WHY ARE YOU CONTINUALLY REDUCING THE GREEN LUNGS WITHIN OUR CITY. INDEED THE JOKE THAT IS BRISLINGTON PARK&RIDE NEEDS TO BE DRASTICALLY REDUCED OR EVEN SCRAPPED. I LIVE VERY CLOSE & SEE EMPTY BUSES ALL DAY EVERY DAY POLLUTING ON THEIR TO & FRO TRIPS RE CENTRE. SO USE IT AS A CAR PARK AS THERE IS A BUS STOP NOT 5 MIN WALK FROM THE PARK & RIDE & RE ALLOCATE THOSE BUSES FOR MORE COVER AT BUSY TIMES IE RUSH

HOUR OVER THE CITY SO PEOPLE START TO BELIEVE IN THE BUS SERVICES & THINK ABOUT NOT USING CARS SO MUCH.

COME ON JOINED UP THINKING PLEASE FIRR OUR CITY & ALSO THE GLOBE !!!!

Sir David Attenborough Daily Mail 19th Sept 2020

We are polluting our air, draining our rivers, warming the oceans and making them more acidic. We have depleted the ozone layer and brought about potentially disastrous climate change.

Humankind, in other words, has set a course for a devastating future, not just for the natural world but for itself. And if we continue, we will, like the people who once lived in the shadow of Chernobyl, risk sleepwalking into global catastrophe.

What faces us today is nothing less than the collapse of the living world. Yet there is still time to change course, to find a better way of living.

We can, and must, begin to put things right. And at the heart of this global effort must lie respect for biodiversity – the very thing we are destroying.

It is no accident that the stability of our planet's climate is wavering at the very moment the extraordinary richness of life on our fragile planet is in sharp decline. The two things are bound together.

Restoring biodiversity on Earth is the only way out of the crisis we have created. And that, in turn, means 'rewilding' the world, re-establishing the balance between the human world and the rest of nature, step by step, as I set out below.

I don't pretend it will be easy, yet this blueprint for survival is not merely possible but essential if we are to have any hope of saving our civilisation.

STATEMENT PS 13

Submitted by David Redgewell

Title: City region bus services

Greater Bristol and Bath city region bus Network working with North Somerset council.

With the present reductions in the Greater Bristol/ South Gloucestershire/ North Somerset council and Banes council bus service cuts.

We very much welcome the work carried out to restore bus service in city region following the cuts in services by the liquidation of HCT group bus services and the withdrawn of First group west of

England buses of routes and 14000 journeys a week.

But First group plc west of England buses is operating with about 200 bus drivers short at it Depots in Bath Somerset Weston super mare and wells bus Depots in Somerset and the city of Bristol bus Depots in Hengrove and Lawrence hill.

Stagecoach west is about 50 drivers short at it Patchway Depot in Bristol.

Metro mayor Dan Norris is running with both Bus companies and North Somerset council and the west of England mayoral combined transport Authority and west of England local Enterprise partnership a driver recruitment campaign.

To try to reverse the service cuts and restore frequencies across the city region.

A Brighton bus company with staff has been brought into run some services in Bristol and Bath.

On 505 Long Ashton park and ride site to Clifton Down , Cotham and Southmead hospital bus station.

506 City centre St Phillips, Lawrence hill Easton, Eastville, Horfield, Southmead hospital bus station.

515 Stockwood, Hengrove, Knowle imperial park, Hartcliffe.

516 Knowle Hengrove Whitchurch Hengrove Hospital.

20 Bath circle via the Royal United hospital.

11 Bath to Bathampton.

12 Bath to Haycombe cemetery.

96, St Anne's park, Brislington, Knowle Hengrove, Hartcliffe.

A bus

178 Brislington park and ride site.

Keynsham, Marksbury, Timbury, Paulton, Midsomer Norton.

Citstar

82 Paulton, Midsomer Norton Westfield Radstock

But whilst some bus services have not been restored.

We welcome to new metro bus routes from Bristol UWE bus station Bristol Parkway station little stoke, Patchway station Filton North, Cribbs causeway bus station.

Y 3 Y4 Bristol bus and coach station to St Pauls St Werburges, Eastville park Stapleton, Frenchay winterbourne Frampton Cotterell, Iron Acton Coalpit Heath Yate Park Yate station and bus station.

Services 5 Bristol city centre St Paul's St Werburges, Eastville park, Stapleton Broomhill, Fishponds, Oidbury court Downend.

Services 47 Yate bus station, Westerleight Puckchurch Emerson green Downend oidbury court Fishponds road, Eastville park, St Werburges St Paul's Bristol.

Partly replaced services but not through Broomhill and Stapleton.

(No services)

But with no evening or Sunday services.

This has left winterbourne Frampton Cotterell Iron Acton Hambroke Frenchay Stapleton Eastville park.

Fishponds Broomhill Stapleton with no Bus services or No Direct bus service to Bristol.

Or services 36 Bristol city centre to Brislington via St Anne's.

The services need to extend to Brislington.

In North Somerset council.

X2 Yatton to Bristol city centre and Bristol bus and coach station.

Via Hotwells road.

126 Wells bus and coach station to Westbury sub Mendip, Draycott, Cheddar Axbridge Winscombe, Banwell, locking Weston bus and coach station

55 Whitchurch Hengrove Dundry Bristol Airport Yatton station Clevedon 54.

53 Clevedon town services.

For this reason we need a Network review by the metro mayor Dan Norris and the west of England mayoral combined transport Authority and North Somerset council.

And a plan to recruit Drivers from across the world and Europe as key workers.

As we did priority to leaving the EU.

The metro mayor Dan Norris and councillor Steve Hogg is working with First group to train Drivers with car licences and then Bus licenses.

After Christmas.

We are concerned that the 92 support bus service in the west of England mayoral combined transport Authority and North Somerset council bus service improvements plan area .

Will not have enough funds through the Transport levy from Bristol city council Banes and North Somerset council.

And contributions from North Somerset council to run the network from April 2023 .

But Drivers will be required to run the services.

So recruitment of drivers is very important.

Governance review.

The model that the west of England mayoral combined transport Authority and North Somerset council have agreed with the Department for transport

Is an enhanced quality partnership in the bus service improvements plan.

With a Bus Advisory Board and Bus Forum with the mayor Dan Norris and Transport executive councillor Steve Hogg of North Somerset council.

This includes all the bus companies in west of England mayoral combined transport Authority and North Somerset council.

A Transport Board is also operating in with the mayor and councillors Warren Banes, Steve Hogg North Somerset, Steve Hogg, Don Alexander

The cases for Bus Franchising is a way forward by will take 3 to 4 years and the west of England mayoral combined transport Authority will need to include North Somerset council in it operating area .

The Authority will need precepting powers and to take over the bus Depots

Used to services the Franchising area .

Bath western riverside, Weston Super Mare Somerset Wells Bus Depot Somerset.

In Bristol Lawrence hill and Hengrove Depot .

All first group plc

Patchway Depot stagecoach west.

And Depot of smaller companies.

Plus like in Greater Manchester and Greater London to buy fleets of Buses.

I do not know where mayor Dan Norris and North Somerset council can get the money to Franchise the Network.

With no tram services income or Block grant from Government or Precepting powers .

Even with the powers in 2017 Transport act and bus back better the National bus strategy which secretary of state mark HARPER MP is continuing to fund and look at further bus service recovery fund money in March 2023.

City mayor Marvin Rees has proposed a way forward of Emergency talks with the west of England mayoral combined Authority council leaders Himself.

Dan Norris metro mayor, Kevin guy from Banes Toby savage South Gloucestershire council and Steve Bridger from North Somerset council

With the chief executive of First group plc and head of First group plc UK Bus Jannet Bell and Regional Director Doug Claringbold MD

Representative from First group plc

Rail Mark Hopwood md and Steve Montgomery.

And stagecoach group west Regional Director Rachel Gelihamassi .

To find a way forward via a bus and coach summit.

We must not have parts of Bristol city region without bus services or public transport Network services.

Bristol mayor Marvin Rees of Bristol city council is moving staff to the west of England mayoral combined transport Authority to provide additional public transport Network offers for buses rail Executive, infrastructure services and interchanges.

We hope that Banes and South Gloucestershire council will transfer staff Transport and Public transport staff to west of England mayoral combined transport Authority with North Somerset council to form a integrated Transport Authority.

With the support services bus service tender it's very important to cover bus service in East Bristol, South Bristol North Bristol, Bath, North East Somerset. Chew valley area, North Somerset and south Gloucestershire council .

With transport inflation at 47 % the issue is how much the of the support bus Network the mayor of the west of England mayoral combined transport Authority will be able to commission with North Somerset council.

But before providing new services we need to maintain the Greater Bristol and Bath city region and North Somerset council area bus Network.

STATEMENT PS 14

Submitted by Louise Somerville

Title: Trans Rights are Human Rights

With regards to the Silver Motion put to Full Council on 5 July 2022, 'Trans Rights are Human Rights', this motion was presented to Full Council for consideration with no Equality Impact Assessment, no previous discussion at the Overview and Scrutiny Management Board, and no apparent consideration of the potential illegality of what is a political statement, particularly where it would be at odds with the Equality Act 2010.

There are no definitions of sex, gender, 'trans', 'non-binary' or 'genderqueer' in the documentation which means these words are up to interpretation by the reader (the only one of these words included in the Equality Act 2010 is sex; 'transgender' is not a Protected Characteristic).

The resolutions in the Silver Motion, which are opaque and political, will now influence the development of two separate Council policies: Trans Inclusion and Gender Identity Policy; and Supporting Trans Inclusion and Gender Identity at Work.

There is a risk to the Council that policies will now be developed that are based on resolutions in a motion which are unlikely to have robust legal standing and will be open to challenge in a court.

The group which I represent is also concerned that officers are likely to make decisions – for example on procurement – based on these resolutions and this will again put the Council at risk.

Legal action against the Council would be a waste of taxpayer money.

There is now an Equality Impact Assessment for the two policies being developed, but this includes mitigations for the protected characteristic of sex which disregard the provisions in the Equality Act 2010 for single-sex spaces (recently clarified by the EHRC) and will likely be subjected to a legal challenge by groups who support women's rights.

The section addressing the Protected Characteristic of gender reassignment does not address this and covers areas which are outside the Equality Act; this increases the likelihood of a legal challenge.

Given the significant risk of legal action that may occur to the Council over the resolutions in the Silver Motion, and the potential impact on the development of the two related policies, my group would like to know why the aforementioned Motion, and both subsequent proposed policies have not been considered by the Overview and Scrutiny Management Board?

Will advice be provided to members of that Board which sets out the legal issues, the potential implications of the motion and the related policies which consider the issues raised in opposition to the Silver Motion on July 5th and subsequently in statements to Full Council on 18 October and 8 November.

Scrutiny is intended to help the Council and partners make decisions that reflect the opinions, wishes and priorities of the people of Bristol;

We are very concerned that wasting money on unnecessary legal action, at a time when the Council's budget is stretched and jobs and services are at risk, is not the priority of the people of Bristol and Bristolians would be shocked that the Council is behaving in such a haphazard manner with regards to its own governance.

Please note that my group drew Council's attention to what members perceive to be errors and concerns with the Motion, prior to the vote, and the document we previously submitted is also attached, this time without the signatures for the protection of those who signed.

STATEMENT PS 15

Submitted by Clive Stevens

Title: Committee Model Working Group

I am disappointed that none of the documents I have seen so far refer to the Nolan Principles of Good Governance. I would have hoped they would be core to the operation of the Committee System along with a better adherence to them.

There are seven. As a reminder the relevant ones to the governance change you are planning are:

2) Integrity: Councillors should not place themselves under any obligations to people or organisations.

3) Objectivity: Councillors should take decisions impartially, fairly and on merit: Part of this requires having accurate information from a range of sources.

4) Councillors are accountable to the public and must submit themselves to scrutiny: Scrutiny is a wide ranging topic and is possibly more relevant in a Committee System than one where power is concentrated and scrutiny can be ignored.

5) Openness: Decisions taken openly and with necessary access to information. Access to information has been a running sore at the Council for as long as I can remember. It needs to improve so councillors can do their jobs.

I have submitted a longer statement to the Committee via their email address. Although I only have the status as an interested member of the public now, I was Vice Chair of Audit Committee between 2016 and 2021 and saw many unsavoury things which I hope will stop under the Committee System.

STATEMENT PS 16

Submitted by Joe Hughes / Dr Tim Godfrey

Title: Improving AED provision and knowledge

Improving AED provision and knowledge of how to use them alongside bystander CPR to positively impact on our ability to save more lives in Bristol and surrounding counties.

The proposed:

The care Great Western Air Ambulance Charity (GWAAC), SWAST, and the wider NHS can give people who suffer cardiac arrests is a vital part of the chain of survival, which is the chain of events that needs to happen to maximise the chance of surviving a cardiac arrest.

But despite the skill and equipment we carry on board, and the skills of our colleagues in the ambulance trust and wider NHS, it's early good quality chest compressions and early defibrillation that is the most vital part.

Simply, we need more publicly accessible defibrillators and more people who know how to use them alongside bystander CPR.

Why:

In 2021, GWAAC was called to 1,964 incidents with 26% to people suffering a cardiac arrest; we attended 161 patients suffering cardiac arrests in Bristol alone.

The charity wants to strengthen every link in the chain of survival. That's why it is equipping its local communities with the resource and knowledge to respond and give everyone in our community the best chance on their worst day. By doing this, we can save more lives.

Achieved so far:

GWAAC's public access defibrillator campaign makes it easy for people, businesses, and communities to place an AED on a building or street.

GWAAC is working with HeartSafe to provide an all-in-one AED package including training, support with maintenance and help with fundraising if they require.

We are also partnering with the Sam Polledri Foundation to do more together, to help keep Sam's memory alive and to ensure that we can minimise the heartbreak for other families.

Despite only launching the campaign this year, we've either installed or are in the process of installing 36 public access defibrillators within our communities and empowering them with the skills and knowledge of what to do when someone suffers a cardiac arrest.

Great Western Heartstarters is an initiative that takes volunteers into schools and other organisations, to teach children and adults how to do CPR and use a defibrillator. The aim is to educate the next generation and give people in urgent need the best chance of survival, even when the crew can't be there. We've taught 4950 students in secondary schools this year.

Conclusion:

We need more publicly accessible defibrillators and more people who know how to use them alongside bystander CPR. If we can do this, we can save more lives in and around Bristol.

We need councillors to start the conversation within your communities, like a few of you have already done, to support Steve's motion, and to help us save more lives, together.

STATEMENT PS 17

Submitted by Stephen McNamara

Title: Trans Right Motion

Nearly all councillors voted in favour of the Trans Right Motion on 5 July 2022. No legal advice was given at Full Council and councillors would have reasonably assumed that the Motion was 'decision ready'

However, the Motion was not decision ready because it was fundamentally misleading

Two ways in which a Resolution can be fundamentally misleading

- 1) A Resolution is fundamentally misleading if it is unlawful. Members, officers and the public would be misled by assuming that the Resolution had legal effect whereas in truth the Resolution should never have been made.
- 2) A Resolution is fundamentally misleading if members, officers or the public would reasonably believe that the Resolution had legal effect when it does not.

Questions , Statements, an FOI request and a Complaint

Questions

Questions were asked of the Mayor on 18th October. In effect, his response was that the legality of the Motion was a matter for Full Council and it was for Scrutiny to decide what it scrutinised.

Statements

Three statements were presented about the Motion on 5th July. There has been no response

The Lesbian Rights Alliance presented a statement about the Motion on 18th October. There has been no response

Two statements were presented on 8th November about the Motion. There has been no response

The FOI request

A request for information about the legal advice given about the Trans Motion has been refused. The view of the council apparently being that there is no substantive public interest in understanding how the Equality Act and the Human Rights Act are interpreted.

A Complaint

A Corporate Complaint has been submitted. The resolution sought is that:

- the Monitoring Officer to clarify what the Resolution means at a meeting of Full Council;

- an apology for the fact that no clarification was given at the meeting that significant parts of the Resolution had no legal effect and
- a commitment that an explanation will be given to full council in the future as to whether a resolution is to have legal effect or whether it is merely political in nature.

The Complaint refers in detail to a similar Motion adopted by South Oxfordshire District Council. In that case, after taking advice from advice from Aileen McColgan KC, the Monitoring Officer felt obliged to explain that the Motion was misleading and in substantial parts had no legal effect

<http://democratic.southoxon.gov.uk/mgAi.aspx?ID=14508>

Although a response was promised by 30th November , none has been received

A way forward

Councillors acted with good intentions on 5th July. But the Motion is fundamentally misleading. This is a way forward

- 1) The interpretation the Council gives to the Equality Act, the Human Rights Act and the Constitution should be published
- 2) Responses should be given to the people who have submitted statements
- 3) The Procurement Team should be reminded that procurement is a matter for the Executive and not Full Council
- 4) Officers should be told that they are not at risk of detriment for expressing, in an appropriate way , in appropriate circumstances, gender critical views such as:
 - A man cannot literally change their biological sex
 - Sex is not a spectrum
 - There are not over 100 genders or an infinity of genders (University of Essex)
 - No one is non-binary
 - A trans woman is not a woman
 - Lesbians are women who have a sexual orientation to women and should not be considered transphobic if they do not have a sexual orientation to anyone with a beard, penis and testicles
 - Puberty blockers are an experimental drug
 - The Cass report should be given great respect
 - A child's "gender identity" should not be "affirmed" in a simplistic and naïve fashion
 - etc

5) The Monitoring Officer should clarify whether the Trans Motion has any legal effect

Stephen McNamara

PS I have lost good friends and been threatened with violence by trans activists for saying that biological sex is immutable ie that a man cannot literally become a woman (a view shared by 98% of the population). So in the naïve hope of escaping calumny

1. People who identify as transgender have the same human rights as people who do not;
2. Transphobia is to be abhorred;
3. People who identify as transgender should not be unfairly discriminated against and
4. There should be appropriate medical etc support for people who believe they are transgender.

These principles are set out because of the nature of the debate. Critics of gender identity ideology are routinely accused of transphobia and compared to racists and fascists.

STATEMENT PS 18

Submitted by Hannah Mishan

Title: Bristol Cycling Delivery Plan

I am a Bristol resident living in Hotwells, I am 27 and like many of my friends cycling is my primary form of transport. I would like the Bristol City Council to complete and publish an updated Bristol Cycling Delivery Plan. Including the creation of a comprehensive network of protected cycle lanes connecting all parts of the city. It should also protect existing cycle lanes must (as has recently occurred on Cheltenham Road and is threatened on Whiteladies Road), instead they should be 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. I think this is really important and cycling is essential for me and many of my peers to stay connected and move around the city.

STATEMENT PS 19

Submitted by Katrina Billings and Christina Biggs

Title: Bristol Clean Air Alliance (BCAA)

Bristol Clean Air Alliance (BCAA) supports the current scheme for a Small Area Clean Air Zone Class D (all vehicles) on the basis that the purpose is for:

- reducing the illegal levels of air pollution in the centre of Bristol to legal levels;
- reducing traffic congestion and carbon emissions;
- improving access for pedestrians and safer cycling through the centre;
- reducing bus journey delays and therefore incentivising the use of public transport
- contributing to better safety, security and health for residents and visitors to the city centre;
- improving quality of life and creating a healthier environment.

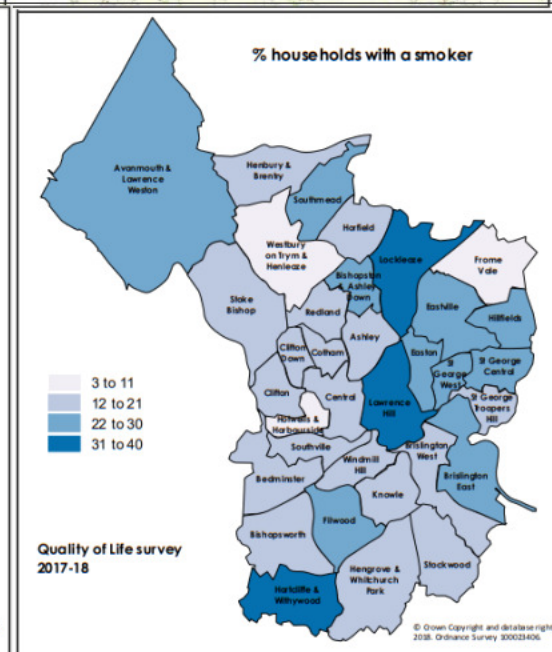
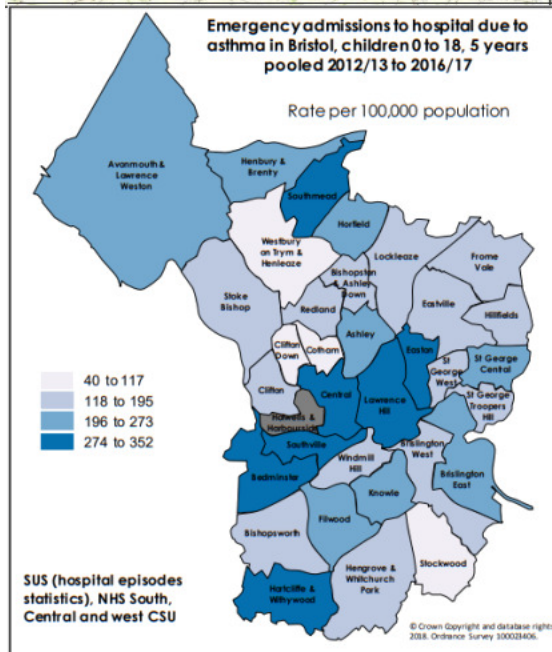
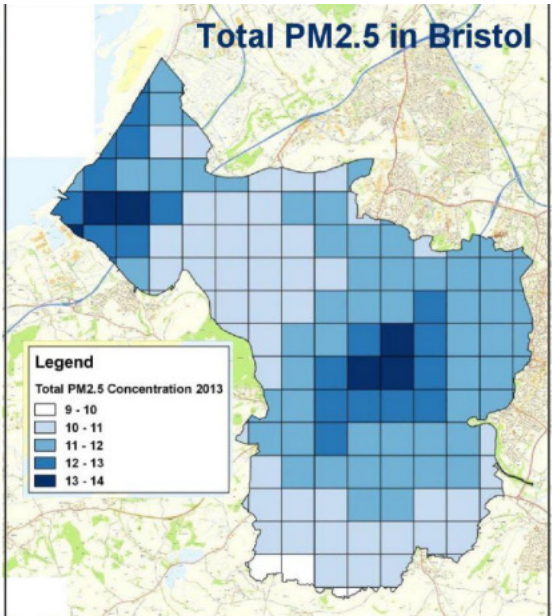
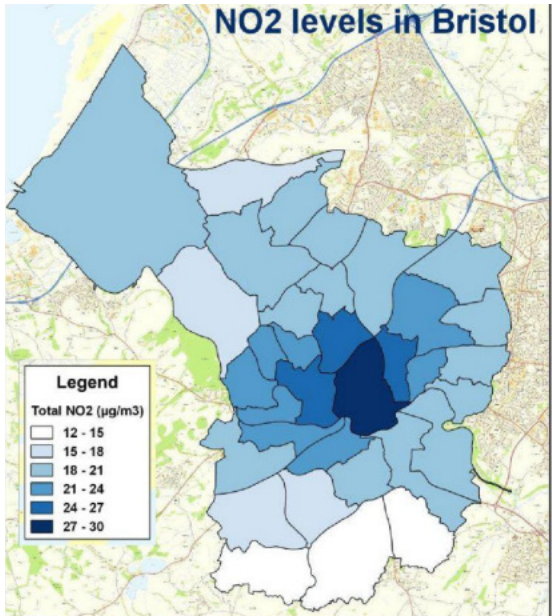
We include here the Joint Strategic Needs Assessment maps comparing the distribution of nitrogen dioxide, particulates, asthma and smoking, which highlights the great public health inequalities experienced by the different regions of Bristol with regard to air quality. We note that indoor smoking also has a strong effect on respiratory illness, but note that the asthma map demonstrates that indoor smoking is not the only cause of asthma in Bristol, and that the areas most impacted by poor air quality are also areas experiencing both greater economic deprivation and lower car ownership.

We would recommend that monthly air quality reports are made to the media to demonstrate to the public the need for and effectiveness of the zone. We would also commend the Kings College London report that details the effects of air pollution on public health.

We continue to call for enforcement of wood-burning regulations as airborne particulates also have an adverse impact on health.

We also commend the public and active transport interventions by the West of England Combined Authority: the introduction in December 2021 of the half-hour rail service on the Severn Beach Line, the continued running of MetroBus, the e-scooter trials, the provision of new cycle lanes in Baldwin Street, and the securing of Bus Service Improvement Plan funding that has led directly to the reduced single and return bus fares earlier this autumn. We acknowledge the monetary cost to small businesses and car owners of either changing vehicle or paying the clean air charge, but would point out that in most European cities, road traffic is not permitted into the city centre. There are excellent public transport and cycling routes into the centre and schemes for businesses to hire e-cargo bikes and electric vans for delivery.

We would urge the business community to take this opportunity to create a clean and beautiful space for young and old alike and to instil responsible travel habits from the start.



Reference

<https://www.kcl.ac.uk/news/five-year-study-finds-increases-in-air-pollution-result-in-major-increases-in-respiratory-gp-consultations>

Full Council – 13 December 2022

Agenda item 6 b

Public questions



Procedural note:

Questions submitted by members of the public:

- Questions can be about any matter the Council is responsible for or which directly affect the city.
- Members of the public who live and/or have a business in Bristol are entitled to submit up to 2 written questions, and to ask up to 2 supplementary questions. A supplementary question must arise directly out of the original question or the reply.
- Replies to questions will be given verbally by the Mayor (or a Cabinet member where relevant). Written replies will be published within 10 working days following the meeting.



*point of explanation - where a person has asked two questions on the same topic they are on the same line. Where topics are different they have different lines.

Ref No	Name	Title
PQ01	Michael Owen	Councillors and Council Tax
PQ02	John Broomhead	Property Question St Peters Hospice
PQ03	Liv Fortune	Central Library
PQ04	Alison Allan	Citizen Assembly Recommendations
PQ05	Nigel Shipley	City Leap
PQ06	Rick Alden	City Leap
PQ07	Harriet Williams	Climate Emergency Strategy
PQ08	Clive Weston	Cycling and Pedestrian Plan
PQ09	Haydn Gill	Lorry direct vision standard and Metro (un)feasibility
PQ10	Rob Bryher	Bus Services
PQ11	Sarah Cemlyn	Cycling and Pedestrian Plan
PQ12	Claire Gronow	Private Car Journeys
PQ13	Andrea MacKay	Cycling on Gloucester Road
PQ14	Taru Silvonen	Heat Networks
PQ15	Suzanne Audrey	House Building
PQ16	Anne de Verteuil	Footpath Maintenance
PQ17	Isabeau Kenmuir	City Leap Energy Supply
PQ18	Isabeau Kenmuir	Public Transport
PQ19	Greg Cooper	Carbon Emissions
PQ20	Tom Bosanquet	Leaves
PQ21	Tom Bosanquet	Attitudes Towards Cyclists
PQ22	Catherine Whiteman	Cycling Plan
PQ23	Steve Lowis	Cycling Plan
PQ24	Dave Redgewell	WECA Transfer
PQ25	Gaby Solly	Tree Protection
PQ26	Ald Antony Negus	Central Library
PQ27	Ald Antony Negus	Street Lighting in Cotham
PQ28	Dave Mitchell	Climate Emergency

QUESTION PQ 01

Subject: Councillors and Council Tax

Question submitted by: Michael Owen

1. Since financial year 2017-18 when were checks carried out to show that Bristol City Councillors had incurred no arrears in their Council Tax payments?
2. For each of the subsequent financial years after 2017, were any Bristol City Councillors reminded or ordered to keep Council Tax payments up to date.



QUESTION PQ 02**Subject: Property Question St Peters Hospice****Question submitted by: John Broomhead**

To the Mayor and Craig Cheney (Cabinet member for Finance)

There is an empty shop unit at the top of Jacobs Wells Rd , Berkeley Place (It's the old Bath store) that is owned by Bristol Council.

St Peters Hospice agreed with the landlord (Bristol Council) heads of terms on the 6th June 2022 for St Peters to lease the above empty property. St Peters was keen to progress quickly and open a Furniture store. This agreement would give the Landlord £30,000 a year in rent and associated other income eg Rates plus a great looking store in place of a empty unit.

However the Council found Asbestos in the building and after a long wait got a quote to remove. The quote was in the region of £30,000 ... the Council then decided they needed to get 2 more quotes. This was around 3-4 months ago and as far as we are aware they haven't gone to get these yet. As we were fed up with the delay we then got a quote using their report ourselves and our quote was for approx. £15k plus VAT.

We offered to pay for the Asbestos removal , organise the work ourselves and then hopefully the agreement can be completed. As we have agreed to put a fantastic new shop into an empty unit making it look much better, give this part of Bristol a great furniture store and most importantly pay the council as the landlord £30,000 a year plus rates etc you would think the Council would be keen. Currently 6 months on we are no further forward and have received no further communication from them.

Could the Council confirm what the delay is, what the next steps are and most importantly why is the Council not wanting an annual income of £30,000.

I represent St Peters Hospice in Bristol and I am at a loss of what to do. In August we put in planning permission to put in a new shop front on a brand new store we are investing in on Whiteladies Rd. The existing shop front is old, doesn't look great and as an electric sliding door which doesn't work. We are leasing this store from Jan 9th and had agreement with the landlord to change the shop front in advance of us taking the shop.

We are completing renovating the shop unit which will be a real asset to the high street but we can't renovate (new wall / floor / lighting / shop fit) until the shop front has been completed. We can't do the shop front until we have planning permission. We can't financially afford to have this shop and not trade it as we can't afford the rent and associated costs. As of Jan 9th it will cost us more than £5,000 per month and we are investing a significant amount of money into the set up of the store.

Having paid for and processed the planning application we had expected some movement 4 months later. In September we received a letter saying that there was a delay in allocating the case to a planning officer but we haven't heard anything since and despite a couple emails in October and November requesting an update we continue to have heard nothing and are no further forward.



I wondered if you could give any insight into this process as we literally can't afford to be paying £5000 a month with no income coming into the hospice?



QUESTION PQ 03

Subject: Central Library

Question submitted by: Liv Fortune

Question one: I am aware that many public buildings in Bristol are connected to the underground heat network, is central library connected to it and if not are there any plans to do so? This could help reduce running costs and be a role model for other cities.

Question two: have you specifically and personally invited the prime minister and chancellor of the exchequer to city hall to talk about the financial challenges councils face? Communication solves everything.



QUESTION PQ04

Subject: Citizen Assembly Recommendations

Question submitted by: Alison Allan

Recommendations of the Citizens' Assembly with regard to housing (as stated in the 2022-25 plan)

Recommendation 4: Reduce fragmentation of the different sustainability schemes by creating an independent One Stop Shop that contains trustworthy information, and provides support right through the process.

The council has stated no resources have been identified for a physical exhibition/ demonstration. Currently BCC pays for energy advice services from the Centre for Sustainable Energy for City Council Tenants and for other households - on-line, on the phone and in person.

This is a priority for citizens, and would benefit disadvantaged residents proportionately more than those with high education and high incomes. **When will the Council commit to implementing this important recommendation?**



QUESTION PQ 05

Subject: City Leap

Question submitted by: Nigel Shipley

The City Leap initiative is understandably a central part of the new Climate Emergency Action Plan (2022-25). However, the Plan does not clarify how exactly the scheme will operate. For example:

“City Leap will, amongst other things, deliver energy efficiency measures, renewables and decarbonisation projects to the council’s corporate estate reducing our emissions and also delivering energy efficiency and renewable energy measures to the council’s social housing.” (page 9),

“The City Leap Energy Partnership will help deliver significant low carbon energy infrastructure at scale including expanding our heat networks and installing heat pumps” (page 9),

“City Leap Energy Partnership which will be a major contributor to achieving carbon neutrality for our scope 1 and 2 emissions as well as being a contribution to the wider city’s carbon neutrality.” (Page 11),

“Through this public private partnership, we will develop projects to reduce the carbon emissions from our buildings, replace their gas heating systems and generate renewable energy, for example by installing more solar panels” (page 19),

“the City Leap Energy Partnership joint venture ...will deliver low carbon energy infrastructure such as solar PV, heat networks, heat pumps and energy efficiency measures at scale both to Council properties and across the wider city” (page 28).

Please clarify if the City Leap programme is aimed at reducing Council’s emissions or whether it will benefit the wider community?

Please also clarify what actual projects are planned.



QUESTION PQ06

Subject: City Leap

Question submitted by: Rick Alden

After four years in the making, it is great to see the City Leap deal landing, even if the investment amount is less than half of the £1 billion envisaged. The new Climate Emergency Action Plan (2022-25) notes that the initial investment will be over a five year period and will result in a reduction of about 140,000 tonnes of carbon in the first five years of operation, i.e. by 2028. This is about 10% of Bristol's current annual emissions (NAEI figures 2020 are 1475.5 kt CO₂eq).

How confident are you that the remaining 90% reduction can be achieved by 2030?

What are the other main measures that will achieve this? Can a plan be shared?



QUESTION PQ07

Subject: Climate Emergency Strategy

Question submitted by: Harriet Williams

1. Traffic congestion is a blight on the whole city. It poisons the air, causes delays and all the associated stress and saps economic productivity. Moreover many journeys currently being made by car could be made on foot, cycle or by public transport - however, high volumes of car traffic actively deter the use of alternative modes, by raising the safety risks associated with walking and cycling, and contributing to the unreliability of public transport. I believe there are many young families, like my own, who would welcome a cityscape less fraught with hazard, and with more room for people and less for private cars. **Does Bristol City Council intend to reduce the number of private car journeys as part of its climate strategy (this relates closely to community health and well-being as well)?**
2. The Climate Emergency Action Plan mentions the 'Bristol Climate Ask' initiative whereby businesses and other organisations declare a net zero by 2030 ambition. **Can the Council provide data on the number of organisations signing up?**



QUESTION PQ08

Subject: Cycling and Pedestrian Plan

Question submitted by: Clive Weston

The new Climate emergency Action Plan says “We are in the process of creating more segregated walking and cycling routes through the city centre”.

When can we expect to see a comprehensive cycling and pedestrian plan for Bristol, over and above the WECA plan, that shows how we will get to the to the 51% of journeys by active travel recommended by University of Bristol report?

(<https://www.bristol.ac.uk/media-library/sites/cabot-institute-2018/documents/modal-share-for-sustainable-transport-report.pdf>)



QUESTION PQ09

Subject: Lorry direct vision standard and Metro (un)feasibility

Question submitted by: Haydn Gill

Between 2018 and 2020, lorries in London accounted for 3% of miles driven yet were involved in 40% of fatal collisions involving people cycling and 19% involving people walking.

In 2019, the Mayor of London, Sadiq Khan, introduced the Direct Vision Standard. This measures how much a lorry driver can see directly through their cab windows and sets minimum requirements enforced through fines and permits. This reduces the level of risk to people walking and cycling.

By 2021, the number of serious injuries involving lorries in London fell by three quarters. If Bristol fails to introduce a direct vision standard, haulage companies will base non-compliant vehicles outside of London and towards Bristol and other UK cities.

Q1: Will the Bristol Mayor follow the Mayor of London in introducing a Direct Vision Standard for lorries entering Bristol?

The metro feasibility study states “all of the base underground and overground options have a poor to low value for money”. Estimated capital costs are nearly £7bn. There will be a funding gap of at least £3.5bn which cannot be raised locally. This funding gap is with council tax precepts, business rate increase and a £1.1bn loan for future generations to pay.

In 2019, the Welsh Government cancelled the planned M4 relief road, with capital costs of £1.6 billion, on cost and environmental grounds. If our neighbouring country of 3 million residents is struggling with capital costs, so will Bristol.

The study suggests 3,413 new homes will be sited along all four corridors, out of a planned 8,000 homes. Less than half of new homes will benefit from the metro.

The peak demand of the metro would be less than 2,000 people per hour, equivalent to a bog standard bus every three minutes, entirely possible on Bristol’s roads with continuous bus lane provision. This is also a tenth of the capacity of the Bristol to Bath cycle path.

If an underground option must be chosen, an underground bus was deemed the best option. The best overall option was for an overground bus between Temple Meads and the A4 Park & Ride. Truly transformational.

Q2: Apart from Brockway, Ogedenville and North Haverbrook in the US, can the Mayor name a city with a successful underground bus system?



QUESTION PQ10

Subject: Bus Services

Question submitted by: Rob Bryher

The Mayor's 2021 manifesto included the commitment to "double the frequency and improve the reliability of existing bus journeys through the Bus Deal, increase the number of bus routes and protect existing community services." In the current context, this seems like a very difficult proposition.

How likely are we to see these commitments come to fruition?

The WESTACT campaign is calling on Bristol's Mayor and Councillors to work with WECA and other group leaders to provide a franchised bus service in the West of England. Bus Franchising requires WECA to suspend the deregulated bus market and provide a bus service under contract from WECA.

Leaving aside that this overall decision rests at the WECA level, how are you currently supporting the campaign to franchise bus services in the region?



QUESTION PQ11

Subject: Cycling and Pedestrian Plan

Question submitted by: Sarah Cemlyn

The new Climate emergency Action Plan says “We are in the process of creating more segregated walking and cycling routes through the city centre”. **When can we expect to see a comprehensive cycling and pedestrian plan for Bristol that shows how we will get to the to the 51% of journeys by active travel recommended by University of Bristol report?**

(<https://www.bristol.ac.uk/media-library/sites/cabot-institute-2018/documents/modal-share-for-sustainable-transport-report.pdf>).

And why has the cycle lane alongside Horfield Common on Gloucester Road been allowed to erase until it is no longer clear it is a cycle lane?



QUESTION PQ12

Subject: Private Car Journeys

Question submitted by: Claire Gronow

This report: <https://www.bristol.ac.uk/media-library/sites/cabot-institute-2018/documents/modal-share-for-sustainable-transport-report.pdf> by University of Bristol postgraduate students and the 2019 report on Bristol's pathway to net zero (Centre for Alternative Technologies, Ricardo and Eunomia) both indicate that the scale of reduction in private car journeys that is required to reach carbon neutrality in the transport sector cannot be achieved without hard policy measures such as congestion charges, increased parking charges, workplace parking levy and restrictions on parking spaces.

Bristol's 2019 Local Transport strategy also identifies these measures as key success factors in case studies of leading cities (Page 15), as does the Centre for Cities (<https://www.centreforcities.org/net-zero/#transport>).

What target has Bristol City Council set for private car journeys by 2030?

What measures are proposed to achieve this?



QUESTION PQ13**Subject: Cycling on Gloucester Road****Question submitted by: Andrea MacKay**

Four years ago, I was delighted to hear that the City Council had declared a Climate Emergency. As their press briefings indicated, I thought that a major part of their strategy would be a renewed effort to boost all types of active travel, especially cycling and walking which have no carbon emissions or noise or air pollution of any kind.

Disillusioned by the lack of any improvements over 2 years later, to one of my main cycling routes, down Gloucester Road through Stokes Croft into the centre, I submitted a question to this council in June 2021. I pointed out the lack of a protected, separate cycle lane, the lack of clear markings for the cycle boxes at traffic lights, and the poor quality of the road surface, explaining how insecure this made me feel as a rider. The answer that the council gave me was that they were aware that Gloucester Rd 'remains a gap in the cycle network' which 'needs to be addressed in a future Cycling Infrastructure Plan' and that work would 'be carried out to identify future options'.

Last week I cycled down Gloucester Road into town, and thought about how my ride had changed, 18 months later, and the sad answer was that it has only become worse for cyclists. There are now almost no visible bike lane markings left on the road, so that cars stop where they wish along the road; the road surface is still incredibly rutted and uneven, making for dangerous cycling; and at traffic lights, there are Voi scooters as well as motorbikes taking advantage of this space, and out-maneuvring cyclists. There has been one improvement - the addition of extra 'bike-friendly traffic lights at Ashley Road, but this hardly outweighs all the other factors which still make cycling on this road unpleasant and dangerous.

I am a law-abiding careful cyclist who is 65 and I am hoping to live to get my pension in May next year. Can the council give me any hope that part of my birthday present next May will be an improvement in Cycling conditions on the Gloucester/ Cheltenham roads, or even by my 70th birthday in 2027, and if so, what form will these improvements take?



QUESTION PQ14

Subject: Heat Networks

Question submitted by: Taru Silvonen

So far some 1,200 homes have been connected to heat networks in the Redcliffe area. BCC has made a commitment in the Climate Emergency Action Plan 2022-25 to provide low carbon heating to 400 new homes.

What is the strategy for the remainder of Bristol homes and what support will be provided to decarbonise domestic heating?



QUESTION PQ15

Subject: House Building

Question submitted by: Suzanne Audrey

I am concerned that current policies towards development in Bristol are not addressing the city's need for affordable housing. The statement I have submitted reproduces extracts from an article by Isaac Rose in Tribune 25.11.2022. He argues: “the empowerment of an organised and powerful class of property developers, investors and their allied industries alters the balance of power in a city, making them difficult to stop or control. Politicians and policymakers may think they can, like Faust, cut a deal with the monster, cash in on the investment and get what they want out of it. They fail to foresee that they may one day lose control... Many of the social problems in the city today have their roots in Whitehall. But to overemphasise this fact is to ignore the very real choices taken by the city leadership itself.

- 1. Following the announcement that 2,563 new homes were completed in 2021/22, please provide a breakdown including the numbers for: student accommodation; the total ‘affordable’ homes; and the totals for each different ‘affordable’ category including how many are for social rent.**
- 2. You have spoken about the benefit to a family of moving out of a tower block and into a new home. What do you think are the main problems for families with children living in residential tower blocks?**



QUESTION PQ16

Subject: Footpath Maintenance

Question submitted by: Anne de Verteuil

"Various documents mention the need for making Bristol more resilient to the effects of climate change. However, none of them seem to address immediate problems such as flooding of footpaths and underpasses after heavy rain (for example, the underpasses on the M32 at Eastville and St Pauls and the Laurence Hill roundabout are frequently impassable).

Also, potholes seem to be opening up on roads and footpaths due to heavy rain undermining the road/path surfaces.

What actions is planned to address these issues?

When can we expect to have reliable access restored to underpasses and other footpaths?



QUESTION PQ17

Subject: City Leap Energy Supply

Question submitted by: Isabeau Kenmuir

Can you please explain clearly how Bristol City Council will help citizens gain access to a clean, affordable energy supply to their homes?



QUESTION PQ18

Subject: Public Transport

Question submitted by: Isabeau Kenmuir

Can you also please explain what the council's plans are for better public transport?

We have seen several bus routes disappear and as a frequent user I often have to deal with late/cancelled buses.



QUESTION PQ19

Subject: Carbon Emissions

Question submitted by: Greg Cooper

In 2019 Regen published a report for the council which laid out Carbon emissions baselines and a gap analysis for three different policy scenarios:

Committed

Target 2050

Net Zero Carbon by 2030

<https://www.bristol.gov.uk/files/documents/795-bristol-baseline-report-april-2019/file>

a. Can you tell me how the Council is performing against these specific benchmarks?

b. How exactly does the Council plan to raise additional funding that will be required to support the level of climate change initiatives required to meet its ambitious targets?



QUESTION PQ20**Subject: Leaves****Question submitted by: Tom Bosanquet**

One of the wonders of Autumn is leaves falling from trees. However, if not promptly swept up they cause some issues which particularly affect pedestrians & those not in motor vehicles – pavements become slippery, drains become blocked and localised flooding occurs. In the last few weeks we saw this all over the city – again seeming to reiterate the issues I highlighted last time about pedestrians often getting a bum deal. On my local work road, myself & others took to unblocking drains with broom handles – wondering all along when the council would be undertaking the necessary task of clearing up the leaves & unblocking the drains. It seems, however, that such basic maintenance now doesn't happen unless residents report it via Fix My Street – I see this as topsy turvy & short sighted (while, of course, understanding limited budgets from dire central funding), an instance where you are being reactive rather than proactive. You KNOW this will happen every year and you KNOW that issues will occur if you don't act, and yet you often don't seem to act! Once I reported the issues on Fix My Street, Bristol Waste came pretty promptly and did a great job clearing up, though the drains remain clogged. All kudos to them, little kudos to the system behind them!

Now, you might see this as a minor issue that was sorted relatively easily, but I strongly believe (no pun intended) that it highlights some of the rot within your administration's ways of running the city. Do not read this as being focused on just this one location and do not take it to be purely about leaves – the spirit of it is that there is a feeling that you are short changing everyone by letting issues go unchecked. (underpass flooding, pavement parking, wood burning stoves, etc – just to pick up a handful of similar). On top of this Bristol Labour seem to deflect criticism, shifting blame to central funding (which obviously has many grains of truth) or perhaps on to political opponents – such puerile attitudes really just highlight your own weaknesses. Leadership should lead on raising the quality of political discourse!

So, finally the question - why is it left to members of the public to chase up basic maintenance issues?



QUESTION PQ21

Subject: Attitude Towards Cyclists

Question submitted by: Tom Bosanquet

I was pretty disappointed by Mayor Rees' response to the Bristol Cycling Campaign petition – the blog post, hardly an adequate formal response, evaded the main request for an updated Cycle Delivery Plan – but it wasn't as divisive and counter-factual as recent statements from Cllr Breckles.

His statement that “I've become wary of cyclists in shared spaces because I have had to get out of the way of cyclists who are oblivious to my existence as a person far too often” brings two main thoughts. Firstly that the term 'cyclist' could very aptly be replaced by the term 'motorist' (look at the stats – motor vehicles are the clear & present danger), but also that the statement, perhaps unintentionally, highlights how the continued use of shared spaces only breeds conflict between the two groups who, as Mayor Rees says, are meant to be prioritised in the transport hierarchy.

Of course, there are some areas of sense within his statements – that he has 'no issue with responsible cyclists', though the rest of his comments seem to show a strong belief that cyclists “are often the biggest threat to pedestrians”. As the West Midlands Cycling & Walking Commissioner, Adam Tranter, recently said “We should stop trying to define people by the modes of transport they use.”

Will you clarify the position of Bristol Labour around shared road & pavement space, and condemn his statements?



QUESTION PQ22

Subject: Cycling Plan

Question submitted by: Catherine Whiteman

Clearly, making cycling safer, simpler, more accessible and convenient is crucial to getting transport emissions to carbon neutral by 2030. **What is the current plan for cycling, is it the Bristol City Council Transport Strategy 2019 or the West of England Local Cycling and Walking Infrastructure plan?**

And if cycling does take priority over cars, **what was the reasoning behind the recent upgrade of the Cheltenham Road/Ashley Road intersection that does not seem to make any provision for cyclists?**



QUESTION PQ23

Subject: Cycling Plan

Question submitted by: Stephen Lewis

I have been knocked off my bike on six occasions whilst living in Bristol, each because of careless, inconsiderate or dangerous drivers. On three occasions, I was knocked off deliberately, when vehicles either drove into a cycle lane immediately ahead of me (a bus), or hit me from behind whilst waiting in the box at a red light (twice by private vehicles).

All of these were in the Gloucester Road, between the Arches and the centre of town.

I see no plan for improving safety along this section. **I would be grateful to know what plans are in place, and if not, might humbly suggest that there should be.**



QUESTION PQ24

Subject: WECA Transfer

Question submitted by: David Redgewell

Questions 1

We very much welcome the Transfer of the public transport and Transport team to the west of England mayoral combined transport Authority as per the Act of Parliament With powers in the 2017 Transport act.

Will mayor Rees work with Mayor Dan Norris to make sure some of the Extra staff can be used to help improve bus Network planning across the combined Authority and North Somerset council bus service improvements plan area?

So we do get part of the city region such as Brislington to city centre On route 36 with no bus service. Or services 5 From Bristol city centre to st Pauls st werburgs Eastville park Stapleton Broomhill Fishponds oldbury court Downend with no service to Stapleton, Broomhill and parts of Fishponds.

Y3/ 4 Bristol city centre to Eastville park Stapleton, Frenchay winterbourne Frampton cotterell ,iron Acton ,Coalpit heath yate bus station.

Leaving parts of Eastville park, Stapleton, Frenchay Hambroke winterbourne Frampton cotterell With No bus service. First time 100 years.

Question 2

With mayor Rees leading the way to transfer staff to the west of England mayoral combined transport Authority, we hope that he can bring councillors kevin guy at Bath and North East Somerset Toby savage and steve Briger in North Somerset council. To set an Intergrated transport Authority of the west of England mayoral combined transport Authority and North Somerset council.

This will allow the to do more bus and rail services planning with the Department for transport.

And a Railway executive for heavy rail services metro west and light rail mass transit lines to work on enhanced quality partnership or Advanced quality partnership or Franchising the west of England mayoral combined transport Authority and North Somerset council bus Network

Will Mayor Marvin Rees as member of the Brown commission one of his top priority to set a Regional transport Authority?



QUESTION PQ25

Subject: Tree Protection

Question submitted by: Gaby Solly

[For Cllr Kye Dudd]

I'd like to thank the Council for their change of heart regarding their decision to fell the Ashley Down Oak last year, after it was implicated in subsidence damage at a local property. It would now seem that this tree is safe following structural mitigation measures put in place by the insurers and I hope that this sets a precedent for Bristol trees caught in similar circumstances in the future. Given that so much time and energy was put into saving this one tree, by local residents, campaigners, Council members, Insurers, contractors and even our by Mayor himself

I would like to ask how the Council will ensure that other mature trees across our city are given the same attention and protections in order that they are able to continue providing their essential and FREE services for the health and well being of current and future Bristol citizens, rather than being given the chop by developers for being in the way.



QUESTION PQ26

Subject: Central Library

Question submitted by: Ald Antony Negus

Q1: The Central Library and our library service.

Holden's Central Library is a national architectural treasure, designed before Mackintosh's Glasgow School of Art, with which it is often compared. It is a wonderful civic library whose value will fade if it's designed use is changed.

Has this Council calculated the full cost of relocating a Central Library building or dispersing its central functions to other branch libraries or do the sums add up only if the whole library service is once again to be shut down?



QUESTION PQ27

Subject: Central Library

Question submitted by: Ald Antony Negus

Q2: Street lighting upgrading in Cotham Ward.

In 2017 and 2019, when I was the ward councillor, I was told by a senior officer that upgrading parts of the north-west quadrant of Bristol was a priority to catch up with the majority of the city that had been improved, before that money ran out. I was invited to recommend priority streets and I chose the main roads into the ward from the night-time venues and bus-routes along Whiteladies Road.

With only minor work in the area since, can I be told if there is still a programme for this work, so essential to the elderly and the less able and particularly for the many young people who have to walk these intimidating streets with increased level of risk?



QUESTION PQ28

Subject: Dave Mitchell

Question submitted by: Climate Emergency

It is now just over 4 years since Bristol City Council declared a climate emergency – Bristol was the first city in the UK, possibly in the world, to declare such an emergency. And the major commitment in order to mitigate this emergency, is to achieve Carbon neutrality by 2030. I also note that the new Climate Emergency Action Plan is anticipated to deliver a reduction of 140,000 tonnes of carbon by the year 2028. According to the latest sources, this only represents a 10% reduction in Bristol’s overall emissions, which therefore requires a further 90% reduction in the last two years, 2028 to 2030.

What plans do you have for this much greater reduction?

Has the council really taken on board that we are in an emergency, which therefore requires much greater cuts to carbon emissions over the next 7 years than we are currently looking at?

