

Responses to Full Council Public Statements for those requested

PS02 – Rob Bryher

One of the behaviour changes encouraged by the CAZ is increased use of buses. We need a quality bus service to make that possible. The service we're getting at the moment is not good enough and shows no sign of getting any better. It is clear that the crisis on buses is not going away.

Austerity and deregulation has led to critically underfunded public transport. The pandemic financial support given to save bus operators should have been used by government to purchase equity on a path to public ownership.

The next best thing we can do is plot a route to an alternative model, and one of those options will be franchising. Responsibility for buses is now with the combined authority. We need the West of England mayor to meet with myself, First Bus and other local authority leaders, so we can clearly set out the standard of bus service we need, set out the various alternative models available to us, and the routes to them including the financial resource needed to make them work and how we're going to put that finance together.

PS03 – Louise Polledri

I want to offer my condolences for the loss of your son, and thank you for the work you are doing on this issue of Public Access External Defibrillators (AEDs). The work of the Sam Polledri Foundation has undoubtedly raised awareness and inspired many on this issue.

As you may know, the motion proposed at Full Council relating to AEDs passed unanimously. I recognise the council's power to influence the city, and we will work with partners to establish how we can make first aid and defibrillator training more accessible and widely available in Bristol.

Councillors have been encouraged to use their convening power to support local organisations to put in bids for the costs of installation of AEDs in their communities. The Community Infrastructure Levy, as well as support from charitable organisations, can be used to fund AEDs in locations across the city. We would like to see more AEDs in Bristol, and as a council we are organising to get an AED installed at City Hall.

We will be supportive of communications campaigns to get defibrillators made publicly accessible and registered with the Circuit.

PS04 – Simon Brookes

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PS05 Craig Lamkin

Following consultation in the spring of 2019, a proposal was submitted to the West of England Combined Authority to construct a segregated cycle lane, bus lanes and new pedestrian crossings on the A4018 Passage Road between Crow Lane and Charlton Road. These works are relevant to providing improvements in relation to the Safe and Active Travel and Improved Bus Service elements of the [Bristol Transport Strategy](#) as the provision of this work will increase the use of sustainable and active modes of transport, improving air quality and public health.

In terms of the assessed improvement in bus time, the modelling for A4018 scheme was carried out for the whole corridor. Key below statistics show the Crow Lane to Henbury Road section, with the main benefit being the Crow Lane to Charlton Road bus lanes including a southbound bus lane from Charlton Rd to Greystoke Avenue with upgraded signals. It's not possible for us to separate the two sections from the work completed but as can be seen there are substantial overall benefits.

The first figure is the current situation plus development traffic from Cribbs Patchway New Neighbourhood when built out. The second figure is with the full scheme delivered (DM) – as above this covers Crow Lane to Henbury Road.

- Southbound, all vehicles, AM peak, journey time 350 seconds in DM becomes 340 seconds. [No disbenefit]
- Southbound, buses, AM peak, journey time 500 seconds in DM becomes 310 seconds. [Huge improvement, more than 3 minutes]
- Northbound, all vehicles, PM peak, journey time 240 seconds in DM becomes 180 seconds. [No disbenefit]
- Northbound, buses, PM peak, journey time 365 seconds in DM becomes 295 seconds. [Good improvement, more than 1 minute]

As mentioned in my [recent blog focusing on making Bristol's transport network safer for everyone](#), the biggest flaw to approaching transport planning is looking at it through a single focus. We must go beyond this. It is important to address issues with Bristol's transport infrastructure in a way that benefits all residents and the different methods of travel. We share Bristol's limited space with public transport and private cars, while building a mass transit system for the future – so that people are connected to opportunity across the city.

PS06 – Liv Fortune

I was proud to save all 27 of Bristol's libraries during my first term, an exception among councils around the country – who have had to close around 100 libraries each year since the Conservatives and Lib Dems started austerity in 2010. But, with a cost of operating crisis facing Bristol City Council and other organisations across the UK, things which were previously red lines for us are now on the table for consideration. I shared more about this reality in my State of the City Address in October: <https://thebristolmayor.com/2022/10/26/state-of-the-city-adress-2022/>

Over the next five years, we must find a mix of additional income and cost savings between £37.5 million and £87.6 million – equating to between nine and twenty per cent of the Council's core budget. Nationally, the Local Government Association estimates that councils face an additional £3.4 billion in costs in 2023/24. Councillor Craig Cheney, Deputy Mayor for Finance, Governance, and Performance, shared more in November: <https://thebristolmayor.com/2022/11/10/we-want-your-thoughts-on-the-councils-budget/>

We ran a consultation on budget proposals for the coming financial year and beyond, including in relation to the location of Central Library. Our consultation was open for people to share their views until midnight on Friday 23 December.

PS08 – Suzanne Audrey

Your concern is misplaced.

Last year, Bristol built more affordable homes (474) than in any year in the previous twelve. You will notice that this time period coincides with the tail end of the last Labour government, which preceded the lack of delivery nationally on housing under the coalition government and then the challenges to the sector posed by Brexit uncertainties and the pandemic.

In 2021/22, a manifesto-exceeding 2,563 new homes were completed in Bristol – including the 474 new affordable homes that I mentioned earlier. Of these new homes, 90% were built on previously developed land, and another 3,500 new homes were under construction as of 1 April 2022.

Despite the shocking under-reporting of this achievement, Bristolians can be confident given our record of delivery. We have got Bristol building more homes to tackle the housing crisis and work on Project 1,000 – to get Bristol building 1,000 new affordable homes a year by 2024 – continues apace.

More detail will be provided in the published written answers to your questions

PS09 – Janet Croucher

You will be delighted to hear that last year, of the manifesto-exceeding 2,563 new homes that Bristol built (including more affordable homes than for any time in the last twelve years, 90% were built on previously developed land. We are tackling the housing crisis and climate and ecological emergencies at the same time: building in and up, as our population continues to grow, to minimise our need to sprawl out onto the limited 42 square miles which constitute our city.

Having planted over 80,000 new trees since 2015, you will also be pleased to hear that we plan to plant 16,000 new trees next year in Bristol including in our hundreds of parks, green spaces, and woodlands. This compares to an average of 10,500 in recent years. I shared more on this with Councillor Ellie King (Cabinet Member for Communities and Public Health) during National Tree Week: https://www.instagram.com/reel/ClqkKILP_PD/?utm_source=ig_web_copy_link

Meanwhile, we are also consulting on a new Local Plan – with proposals to remove Brislington Meadows, the Western Slopes, and Yew Tree Farm from the list of sites allocated for development. Councillor Nicola Beech (Cabinet Member for Strategic Planning, Resilience, and Floods) blogged about this, and how to respond to our consultation before 20 January 2023, recently: <https://thebristolmayor.com/2022/11/28/new-local-plan/>

PS10 – Angie Yeo

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PS12 – Deborah Hurst

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PS13 – David Redgewell

Bristol's transport will remain challenging until we have a major public transport system. We have done structural, economic and geological studies to underpin the delivery of a mass transit system with underground and segregated overground routes. This is the only way we will transform the way people move around the city and with these studies done it is *extremely* concerning at the last Full Council, all opposition parties expressed opposition to a low carbon, mass transit system.

I am also concerned that the public consultation was supposed to go out last January, followed by two further missed release dates, and it is still not out. My administration has done all it can, and all it needed to do, to put the foundations in place. What we need now is for the Metro Mayor to get the consultation out there, invest the next tranche of money and drive the next phase forward. We need Bristol's politicians to stop talking the city down, stop being a drag on the scale of infrastructure development we need and be more ambitious for our city. Mass transit is the first test for the committee system to deliver against. We cannot let Bristolians down again on another failed transport solution.

PS17 – Stephen McNamara

Bristol City Council is developing a policy to provide clarity on how best to support trans and gender-diverse service users, citizens, and staff, as well as making sure other characteristics including sex-based protections are correctly and lawfully accounted for in any approach we take. We have held both an internal consultation with Council employees and a public consultation on this policy approach. A working draft policy and equality impact assessment was published as part of this consultation. Officers are updating the policy in light of responses.

PS19 – Christina Biggs & Katrina Billings

I recognise the moral, ecological and legal duty to clean up Bristol's air to improve our city's health.

We all need to minimise our contribution to air pollution in the city. Changing our transport habits are a big part of that, but we can – and must – do more. Cleaning up the air in Bristol will require the whole city to come together with a common purpose, adjusting the way we live to protect each other from pollution, particulates and toxic fumes.

[Clean Air for Bristol](#) has information about our Clean Air proposals. Local air quality data is available on [Open Data Bristol](#) which includes a dashboard to access real-time and historic air quality data. National air quality data and pollution forecasts are available from [Defra](#).

Agenda item 7 – Councillor petitions

CP01 – Cllr Hartley

Thank you for submitting the petition.

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