

# Public Forum

Date: Tuesday, 10 January 2023



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## 2. Public Questions Received

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PQ02	Haydn Gill	Heat Networks
PQ03	Liv Fortune	Public Services
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PQ05	Tom Bosanquet	Antisocial Driver Behaviour
PQ06	Sian Ellis Thomas	Park Football Club
PQ07	Samantha Bensted	Unanswered Complaints
PQ08	Suzanne Audrey	FOI Requests
PQ09	Suzanne Audrey	Committee System
PQ10	Len Wyatt (Bristol Parks Forum)	Parks Service
PQ11	South West Transport Network	Bus Services
PQ12	Gordon Richardson	Accessible Heritage
PQ13	St Christophers Action Network	St Christophers Consultation

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## **STATEMENT PS 01**

**Submitted by Haydn Gill**

**Title: Bristol has a car problem.**

All around our city, metal boxes from outside our city are prioritised, rent free, over Bristolians getting around.

The Mayor is aware of the hierarchy of road users, it starts with pedestrians, cyclists, public transport, taxis, private cars. Private car parking is right at the bottom, the least important.

There is no such thing as a free lunch. Free parking is maintained, cleaned and even built with council funds. This is a subsidy for those outside Bristol. Those who own a car are more likely to be higher income, those owning multiple cars are wealthier still. By failing to expand permit parking, this administration is subsidising wealthy car owners.

In July 2021, the Bristol citizens assembly recommended that the city should transfer 3-5% of street car parking spaces in the city over to cycle parking, green space and space for walking, cycling and public transport every year. In January 2022 the council and Cllr Alexander said they support this. Support must now turn to delivery. This Mayor is famous for delivering his commitments.

Bath has expanded its controlled parking zones, permits are emissions-based and limited to two per house, fewer still if residents have adequate driveway space.

Cardiff is expanding permit parking to more of the city, alongside the excellent Cathays Terrace cycleway, but let's leave cycling to one side today.

Permit parking zones reduce car commuting traffic, as drivers from outside Bristol can't park their car on our streets to get to work in the centre. Permit parking zones pay for additional parking enforcement officers. Parking enforcement stops cars blocking emergency access and ensures double yellow lines and dropped kerbs are respected. Allowing Bristolians with partners, puppies or pushchairs to walk down the street safely.

The liberated space can speed up buses and emergency vehicles. Street trees can be planted. E-scooter parking can go on the road. Car clubs can be expanded. Bike hangers can be installed for residents without secure bike storage. Businesses can use the space for dining. More commuters will use park and ride buses. This will expand Bristol's economy and make our city a better place to live.

The Mayor talks of a majority vote before he removes his veto on expanding permit parking zones. This ignores the majority vote received by our elected councillors, elected to improve their ward for their residents. To say an additional vote is required undermines the democratic process.

## **STATEMENT PS 02**

**Submitted by Liv Fortune**

**Title: Austerity**

Having ideals , being pragmatic and wanting a better world are the holy triangle of politics, in my opinion.

Of course we have to be realistic, flexible and open to ideas, or ideals, which differ from our own , however, one thing I will not be flexible about is cuts to services and neither should you be.

Austerity has claimed over 300,000 lives since the Tories came to power in 2010. That's the equivalent to almost two thirds of all Bristolians dying.

Austerity kills. Austerity pits poor against poorer. It divides people.

Meanwhile the super rich? They're laughing all the way to the bank with unprecedented levels of profit being recorded in 2022.

You do not have to go along with this murderous ideology. It's a political choice.

You could choose to be bold. Courageous. Revolutionary!

I call upon you to change course with immediate effect and pledge to put people before profit!

Stand up to central government, believe me you'll have the people of Bristol right behind you!

## **STATEMENT PS 03**

**Submitted by Ann Hughes Devereaux**

**Title: Secretary Of State letter rejecting unsustainable and unpopular developments**

The recent open letters from the Secretary of State for Housing and Communities to Council leaders and MPs make it clear that he will uphold the refusal of planning permission for developments that are not sustainable, are unpopular, unhealthy or ugly. In particular, he says that housing targets should not be used to excuse such developments, and he is encouraging development committees to reject proposals on green belt, in areas of high flood risk, high rise in low rise neighbourhoods, and those that do not protect the environment or lack community support. Planning inspectors will be instructed to uphold planning applications rejected according to these criteria and will protect against developer appeals in such cases. We request that those sitting on planning committees apply these principles and have the confidence to reject proposals that do not have local support, do not protect our nature and green spaces, or that adversely affect the character of a neighbourhood. We hope our elected representatives are there to protect our communities and environment not the profits of irresponsible developers.

## **STATEMENT PS 04**

**Submitted by Professor John Tarlton, BSc, PhD**

**Title: Planning loophole cheating Bristol of trees**

There is a loophole in the way planning policy is currently applied which is being ruthlessly exploited by developers. Policy states that if trees have to be felled as part of a development these must be replaced with new tree planting in accordance with a compensation standard aimed at minimizing tree canopy loss. Instead, planning officers are allowing developers to effectively pay a fee to the council with no hope or expectation that the promised trees will actually be planted, as there is nowhere to plant them. The total accumulated funds for tree replacement across Bristol currently stands at £845,000. The City Centre area alone has unspent tree replacement funds of £167,000, and for the area that includes the harbourside this stands at £73,880. Trees are essential for the climate resilience of our city centre, without which whole areas will become unliveable. Therefore, there should be an immediate moratorium on any developments where trees are due to be felled and the exact location of replacement trees cannot be identified by the developer. If tree canopy lost cannot be replaced, the development is, by definition, unsustainable, and should be rejected on this basis. To do otherwise is contrary to local and national policy guidelines, and recent pronouncements by the Secretary of State.

## **STATEMENT PS 05**

**Submitted by Jill Tarlton**

**Title: Climate Resilience Needs Trees**

Our City Centre trees are crucial for Bristol's climate resilience. They can reduce the temperature of heat waves by 10 degrees centigrade, help prevent flooding, and reduce levels of pollutants that interact with high temperatures. For these reasons, any developments in the city centre that decrease tree canopy are not sustainable and should be rejected. Policies are in place, both locally and nationally, to support such decisions, and the Secretary of State recently confirmed that he will uphold rejections made on this basis should they go to appeal. Do not be fooled by any claims that trees will be replaced. This is not true as there is nowhere to plant them in the city centre. Because trees play such an essential part in climate resilience, it is inexplicable why trees are not mentioned at all in the Climate Emergency Action Plan, and barely mentioned in the Climate Resilience section of the Draft Local Plan. We are not saying that the Council is anti-tree, but they do seem to be prepared to allow our city centre to become a treeless waste land. Trees, particularly those in our city centre, should be given greater protection, and it should be recognized that developments are not sustainable if they result in an overall decrease in our tree cover.

## **STATEMENT PS 06**

**Submitted by Suzan Hackett**

**Title: Ecological Emergency - Trees**

The 4th February 2020 Bristol's mayor declared an ecological emergency.

This followed on from the declaration in 2018 of a climate emergency and for Bristol to become carbon neutral by 2030.

What does that mean?

How is this interpreted by the members of this council?

My understanding of emergency is that it is a highly serious situation that requires urgent action.

It is certainly not business as usual!

So what exactly do we need to make urgent in this emergency we are each and all caught up in?

Firstly we need to immediately preserve and protect the green world we already have in existence! Baltic Wharf is not registered as a brownfield site - it is clearly greenfield! Let's be alive to that which is precious to our survival as humans – TREES!! It's simple:- trees and humans stand – and fall together.

All the evidence is here and for those still perhaps unsure may I suggest you make contact with the Bristol Tree Forum to find out more or perhaps learn about the phenomenal magic of WWW without the dot known as the Wood Wide Web!

In this critical time of emergency has the urgency slipped by the wayside? Ignored as it has been for too chronically long behind an absurd veil of out of date policies, misconstrued protocol and chronic disregard for our green Earth.

BCC I urge you to urgently act to simply ensure that what this city has REMAINS. We just CANNOT consider it is enough to offer the planting of saplings to do the job in this critical time of emergency of what our mature urban trees are already doing NOW. The mature trees at Baltic Wharf cannot be sacrificed for this dangerous intention to build high rise luxury apartments in a Level3 flood zone.

## **STATEMENT PS 07**

**Submitted by Jen Smith**

**Title: Subject Access Request to Bristol City Council**

I submitted a Subject Access Request to Bristol City Council on 02 August 2022.

Despite numerous prompts and my second complaint regarding this going to the ICO, the council will not provide me with my SAR.

This baffling refusal to release my personal information, I suspect, can only be related to the fact that Bristol City Council covertly and systematically spied on my online activity in real time. Then, saved, stored and shared the information to weaponise their highly biased findings to suit an anti-SEND agenda.

I wonder exactly how much is being hidden and covered up.

I'm really not that interesting a person to be drawn into such a bargain basement thriller, by weak men who don't like Twitter.

The persistent disregard for laws and human rights in Bristol is a disgrace.

## STATEMENT PS 08

**Submitted by Danica Priest**

**Title: Stop Building on Green Spaces**

A lot of progress has been made since this petition first came out and I do greatly appreciate that. Removing the Western Slopes, Brislington Meadows and Yew Tree Farm from the local plan is a fantastic step forward and shows a serious commitment to the addressing the ecological emergency. However, The fact that Ashton Vale was given outline permission despite the passing of the green spaces motion and the 7,000+ signatures on this petition means we still have a lot of work to do. This was a site that has EVERYTHING against it as far as flood risk, green belt designation and essential wildlife corridors. The planning officers gave incorrect advice to Councillors on many occasions. For example Natural England's policy\* is to NOT condition species surveys and yet that was the recommendation. There's even a recent appeal case\*\* that sets the precedent for this. This was pointed out and ignored by officers and Councillors. That is simply unacceptable.

Ashton Vale is a special greenbelt space. It's working hard for us absorbing storm water which could lead to flooding if removed. It's also where the cows from Bristol's last Dairy farm graze and it's a wildlife corridor which allows protected species to travel between our nature reserves. Ashton Vale wears so many hats that losing this site will be like removing the bottom block from a Jenga tower. You can't claim to care about our green spaces if you are happy to sacrifice our whole wildlife network in South Bristol just because a billionaire wants to fund a basketball stadium.

The petition states: 'Many people who have signed this petition do not own their own home, but still understand the importance of protecting our green spaces.' That was me when I signed this petition. Up until a month ago I was a private renter which is why I also support the motion for Rent Caps in Bristol. I'm not sure how this will be enforced but I welcome any effort made to ensure rents are fair and stable.

Sources:

\* <https://www.gov.uk/guidance/protected-species-how-to-review-planning-applications>

\*\* <https://www.csaenvironmental.co.uk/2020/06/19/what-is-the-shelf-life-of-an-ecology-survey-a-recent-appeal-case-in-devon-provides-a-useful-precedent/>

## **STATEMENT PS 09**

**Submitted by Christina Biggs**

**Title: Bristol Clean Air Alliance**

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 nitrogen dioxide pollution in the centre of Bristol to legal levels.

We acknowledge that the focus on nitrogen dioxide and on vehicular traffic does not address the other components of air pollution such as particulates, nor does it address air pollution from other sources. However the clean air zone has other benefits:

- 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.

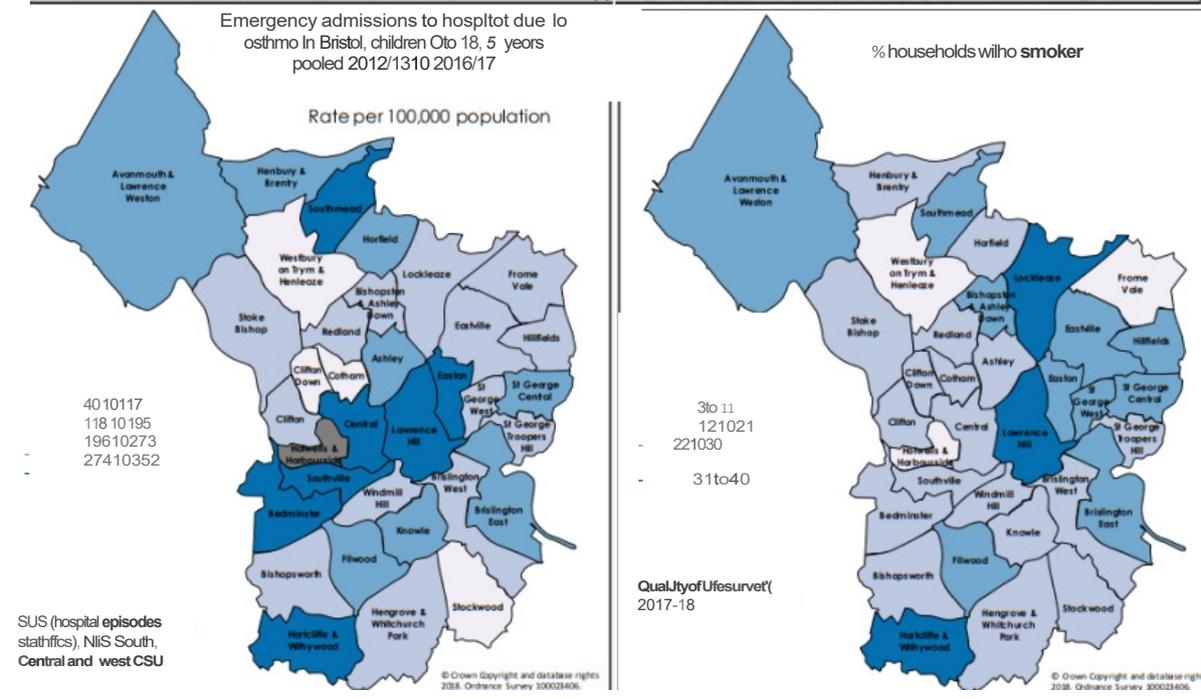
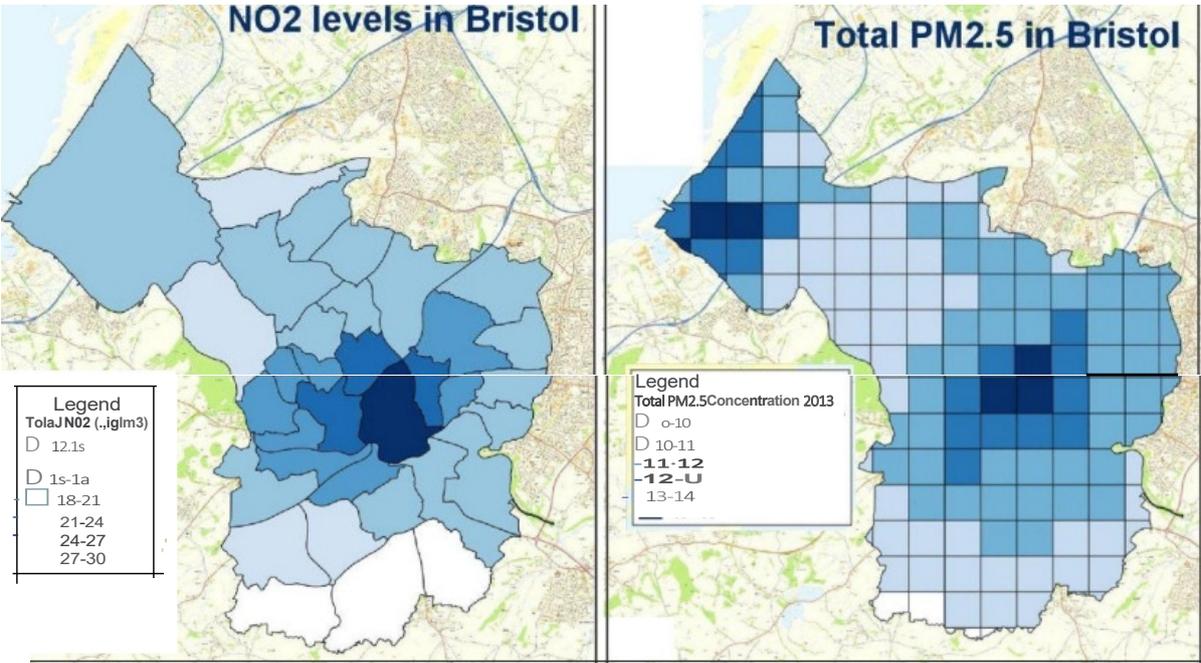
We continue to call for enforcement of wood-burning regulations as airborne particulates also have an adverse impact on health.

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. Katrina Billings and Christina Biggs, Bristol Clean Air Alliance.



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

## **STATEMENT PS 10**

**Submitted by David Redgewell**

**Title: Devolution of Transport service and powers to the city region**

With the importance of Public transport Network to the Greater Bristol and Bath city region.

As Mayor Rees points out the importance of a quality affordable public managed bus service to be run by the West of England mayoral combined transport Authority and North Somerset council is very important.

And the 3 council in their budget this year proving the Transport levy for public transport Network support and for supported bus service's.

With Financial support from North Somerset council, we need to make urgent progress on the metro west railway Network.

We have got the money and approval from the secretary of state for transport and local MP Mark Harper.

For the Bristol Temple Meads, Bedminster, Parson Street and Pill and Portishead line with an option in the future of Ashton Gate station.

And very important is the metro west mass transit railway line to from Bristol Temple Meads station to Stapleton Road, Ashley Down station work to start this year subject to West of England mayoral combined Authority committee meeting approval with Mayor Dan Norris.

But we are very concerned about the need to make urgent progress on the Henbury loop line. Especially with the need for a station at Filton North Station for the YTL Arena and Henbury for Cribbs Causeway.

But neither station have planning permission from South Gloucestershire county council.

We need to progress this very very urgently with Network rail western route the Department for transport and First group Great western railway.

We the West of England mayoral combined transport Authority to work with South Gloucestershire County Council to get the planning permission granted.

Whilst it's one train and I am sure as the Arena opens and the Exhibition centre plus new developments on Cribbs Causeway Patchway new town. Brabazan and Charlton.

We need the station when the Arena opens.

We need to a good quality publicly run bus service in the Greater Bristol and Bath city region and North Somerset council.

Franchising will take a long to implement with the need to buy First Group Plc bus Depots in Bath and Wells Weston Super Mare and the bus depot in Bristol, Hengrove and Lawrence Hill which Bristol City Council lease to First Group Plc and the Stagecoach Group West Depot at Patchway Bristol. And like Greater Manchester buying buses.

New or from First group plc and stagecoach group

The Metro Mayor Dan Norris will also need precepting powers and North Somerset council will need be part of the transport Authority.

Franchising about 3 sub regions.

Bus service's and Depot.

Setting up a corporation Bristol joint service when the city and county ran the buses jointly with Bristol omnibus company and Kingswood urban district council.

Will require an act of parliament.

From next government.

But top priority for the city region is sorting out bus and coach Network

The Department for transport has requested the Metro Mayor Dan Norris and North Somerset council leader Steve Bridger and transport executive councillor Steve Hogg set up a bus service Advisory Board with bus operators and key stakeholders.

And a passenger forum which the Mayor has set up already which he chairs and councillor Hogg is the vice chair from North Somerset council.

The 4 Transport executive councillors Don Alexander Bristol city council Sarah Warren Banes Steve Reade South Gloucestershire council and Steve Hogg North Somerset council.

To oversee the bus service enhanced quality partnership and bus service improvements plan and require more bus service recovery grant at about £350 million for England from 1st April 2023 .

And extension of £2 fare cap.

We also city region transport plan and work on new stations like Portway parkway station at Portway park and ride due to open on the Bristol Temple meads to Avonmouth and Severn Beach via Clifton Down station line.

Bristol Temple meads station to Filton Abbey wood, Bristol parkway station, yate ,cam and Dursley and Gloucester central. With a new station at Charfield.

PLUS the Temple meads station regeneration and Temple quay.

This project is led by Network rail western route with staff based at Director level in the West of England mayoral combined transport Authority and support from Bristol city council.

Moving all the staff into one team at the West of England mayoral combined transport Authority.

When the West of England mayoral combined transport Authority was set up it was taken that all public transport Network staff and Transport staff would move from Bristol city council, South Gloucestershire council and Banes to the combined Authority.

In order to make progress on sustainable transport and Public transport Network staff need to transfer to the west of England mayoral combined transport Authority.

A move we fully support the cabinet decision my Mayor Marvin Rees and councillor Don Alexander transport executive.

We only got to see the combined transport Authority agenda of Devolution deals in Cornwall with it proposed Mayor,

Or the combined North east combined Authority of Durham, Newcastle city council, Gateshead, Northumbria and Tyne and wear metro and public transport combined Authority.

With the North of Tyne mayor

This Authority will have a metro mayor.

As will the Devolution deal for Norfolk and Suffolk with a transport Authority and a mayor. East Midlands combined Authority being set up with a mayor.

With the Brown report on Devolution and set up region and sub regional governments for city regions with elected mayor and Transport executives and powers on public transport transferred from the Department for transport. and Whitehall

The labour party sir Kerr Starmer leader of is committed to taking back control and transferring power to Region transport Authorities and metro mayor.

In order to provide Transport service's the metro mayor Dan Norris need staff and we welcome the transferring of public transport Network staff

Transport staff delivering the city transport team delivering project for the city region.

All the other combined Authority have Transport officers. Running bus service tram service, Concessionary fare pass. Ferry service.

Access for all scheme for people with limited mobility and disability people on the Network Railway planning new stations. Provision of Region railway service's jointly with the Department for transport. Public bus station and interchanges and bus stops. Regional local Transport plan working with the western gateway transport Board. And South west Peninsula transport Board. And precepting powers. All the other city region Authority do

not have unity councils with Transport teams in the west Midlands combined Authority Mayor Andy Street, Greater Manchester combined Authority. Mayor Andy Burnham. Liverpool pool city region mayor Steve Rotherham. We must move forward on setting up a regional transport Authority. Not backward the city and county of Bristol is too small to be a regional planning and transport Authority. The setting of up of a combined transport Authority is support by

South west transport Network.  
Somerset catch the bus campaign.  
Gloucestershire catch the bus campaign.  
Friends of Bristol suburban railways  
Transport for Greater Bristol Alliance.  
Rail future Severnside.  
Somerset bus partnership.  
Bristol disabled equalities forum.

These organisations have campaigned for 20 years for integrated transport Authority now the west of England mayoral combined transport Authority Working in partnership with North Somerset council.

## **STATEMENT PS 11**

**Submitted by Lesley Powell**

**Title: Extensive cuts to the Parks Department budgets**

We are all very aware (and extremely concerned and upset) about the proposed, extensive cuts to the Parks Department budgets. As a volunteer and co-chair of Friends of Redcatch Park (and a volunteer with Redcatch Community Garden and the Northern Slopes) I know that these cuts will impact on us as volunteer groups more than ever. As voluntary organisations we rely on the Council to respond timely to our requests for (mandatory) support to enable us to progress improvements or even maintain the status quo in respect of keeping the parks and open spaces as a place people want to visit.

What is incredible therefore, is where Volunteer groups have identified willingness to take on assets currently part of the Council responsibility, which would relieve them of maintenance liability, (and therefore reduce costs) they drag the process on for years!

The Redcatch Community Garden CAT and the Redcatch Park Pavilion CAT have both taken years so far and are still not concluded. Apart from a general lack of communication, we are still waiting for survey information that would enable us to assess the repairing liabilities and therefore the capital costs / risks of taking on these assets, as well, of course as the revenue implications. Meanwhile some of these assets have become obsolete, whilst costs to rectify have escalated.

We need pressure from the Mayor to get the CAT's progressed quickly so that currently, willing volunteer groups can support the reduction in public spending and limit the obsolescence of assets.

**STATEMENT PS 12**

**Submitted by Richard Daniel**

**Title: Transfer of transport staff to WECA seems sensible**

It is very important that the region plans for transport for the whole region.

This is the job of WECA.

It is also why WECA needs the experienced staff, so transferring staff to WECA seems sensible.

## **STATEMENT PS 13**

**Submitted by Catherine Withers**

**Title: Protecting Bristol's Green spaces**

I recognise that Bristol city council has declared an ecological and climate emergency; and it appears some changes have been made to the local plan to start on the herculean task to reverse the catastrophic effect of our species decline; however the passing of outline PP to Ashton Vale which flew firmly in the face of the Golden motion previously passed by full council reflects you as a council have far to go.

We have to recognise we cannot continue to build and develop on precious green spaces within our City without further serious harm to nature and wildlife.

We have so many empty shops and underutilised buildings in the city that developers are not attracted to as green field sites are easier and cheaper; you councillors are the last and only line of defence Bristol's nature has.

Be on the correct side of history and say you did everything you could for biodiversity and hope lets hope our grandchildren and their children live to see bumble bees and butterflies.

**STATEMENT PS 14**

**[WITHDRAWN]**

## **STATEMENT PS 15**

**Submitted by Nasim Dumont-Namin**

**Title: No more building on green spaces in the City of Bristol**

I am writing this statement in support of the "No more building on green spaces in the City of Bristol" which has been signed by more than 7000 people, including myself.

Bristol needs all the green areas for residents' health and mental well-being and the wildlife. These green areas are crucial for our lives; humans, and wildlife. Bristol is a great multicultural city with its unique structure, which makes it one step above any other big city in the UK. What Bristol needs is not building more houses by destroying the green areas. Building on green space is a backward method which should be left in the very past times.

What Bristol needs is:

1. Only build on brownfields.
2. Making it compulsory for developers to allocate more and real affordable houses in their projects.
3. Introduce the capping system on the renting rates. There are enough accommodations/houses/flats in Bristol. The high rate of rent makes it almost impossible for people to afford it.
4. Make sure that we all stand up and support and protect our green areas and wildlife. When the Golden Motion was passed by all the councillors in 2022, it showed how much Bristol cares for green spaces and the positive impact it has on all our lives.

Bristol needs more commitment from the management system to rise and shine even higher.

Building on Green space for expensive houses or a stadium, for example, in Western Slopes or Ashton Vale, is just making rich minorities wealthier and brings more damages by the risk of bringing more floods and destroying the wildlife corridor. This is not something that people in Bristol want or need. Our older generation is against it, our younger generation is against it as they can see how it will impact their future too.

Green spaces within the city that have recently been lost, impacted or under threat include:

Bonnington Walk open space

The Northern Slopes

The Western Slopes

Ashton Vale

Brislington Meadows

I would like to ask the councillors today to show their full support for this petition and end any building on green areas once and for all in Bristol. Let us be a great example to other cities in the UK and all over the world.

## **STATEMENT PS 16**

**Submitted by Anita Bennett**

**Title: Green space with over 100 trees**

Over a year ago more than 5000 Bristolians, in the freezing cold, signed a petition calling for the Council to use only the official NPPF definition of “brownfield” to justify building new developments in the city centre. Fine words were said by all in support, especially because Baltic Wharf falls well outside the brownfield definition. It is undoubtedly green space with over 100 trees and the only permanent structure a small toilet block.

Why, please, does the council’s list of brownfield sites still fail to list Baltic Wharf clearly as a brownfield site? Are paid employees not expected to follow democratic mandates?

Further, why is the Council subsidising Gorham Homes to build luxury high rises mainly for wealthy Londoners in an area of dangerous flood risk, when even the Secretary of State rejected the appeal of the Caravan Club to build on similarly risky land nearby?

Will Council taxpayers be funding Goram’s Planning appeal if the good members of Committee A reject this application?

## **STATEMENT PS 17**

**Submitted by Mike Alden**

**Title: Park Knowle Football Club**

I run the Park Football Club. As you may know, I recently won the BBC Unsung Hero Award.

I was very surprised and honoured to get the award and am grateful to have been nominated.

I have had a lot of support from the Park Centre over the years and without their help would not have been able to get the club to where it is today.

But we are desperately trying to create proper changing facilities to accommodate the girl's and disability teams at Redcatch Park.

At the club we say that nobody gets turned away, but the truth is, more girls and disabled players want to play, but we just cannot accommodate them, or invite away teams to play.

If we can get the Community Asset Transfer for the Pavilion Building in Redcatch Park, then we can resolve this, and more children and disabled players will benefit.

## **STATEMENT PS 18**

**Submitted by Gordon Richardson**

**Title: The role of Heritage England and Historic England in the city and county of Bristol.**

It with great concern to disabled people and those with limited mobility that Heritage England and Historic England are making very very strong objection to accessible for disabled people.

The Example the way they oppose ramps at Kingsweston iron Bridge Bristol.

Is set yet another president where disabled people are discriminated against under 2010 equalities act and reasonable adjustments.

Bristol disability equalities forum has worked for both organisations on Blaise

Castle estate Henbury Bristol.

The concern is with a city with more Listed buildings and conservation areas than Bath Somerset.

We are very concerned about the organisation approach to disabled people and the lack of equalities impact assessments by Heritage England or the following of government policy and equalities act 2010 .

If the Bristol city council planning Department and Bristol Transport Department (soon to be transferred to the west of England mayoral combined transport Authority mayor Dan Norris)

do not challenge their views.

We will have many Historic parts of our Beautiful city and county of Bristol.

None accessible.

We have push them very hard at Bristol Temple meads station a grade 1 x

Listed building to improve disabled access and Audio visual information systems full wheelchair accessibility.

But it was quite a fight including Network rail western route and railway Heritage Trust .

But we have lot of area this historic city

Where Bristol city council planning Department need to follow the equalities act and the public equalities duty.

We must not allow Heritage England and Historic England to use their powers and direction and advise to discriminate against disabled people.

Bristol disability equalities forum want to see a full accessible city region.

Including the Heritage Estates such as Ashton park, Blaise castle Estate Oldbury court, The old city, and we still none accessible pavements in Nelson street.

Shops in conservation area in Clifton with disabled access.

It's very clear that Bristol city council planning Department need more equalities training.

There is also a need for equalities training for officers in city Transport Department soon to be part of the west of England mayoral combined transport Authority.

In Bath both transport planners and planning officers do a lot planning around people that are disabled and with reduced mobility.

Bristol disabled equalities forum has been working with Banes councillors and officers on many city centre and transport scheme with the city of Bath and Banes .

We go out with councillors and officers to look at scheme and work from the design stage to make sure that equalities is at heart of the planning approach.

Banes do not just send out letters.

Like iron Bridge Kingsweston Bristol

But contact equalities groups and holds zoom meetings and site visits to get the plans fully accessible.

In Bath Somerset as the city a world Heritage site and part of Bristol should be a well Avon George and Bridge come to mind .Historic England and Heritage England are being pushed and challenged by Banes council in order to make Bath a modern European city in a Historical setting.

There been a lot of fight in Bath Somerset with the Heritage organisation but Bath planner keep reminding Historic England and Heritage England of the public equalities duty.

This has resulted in the redesign of Bath spa railway station with full disabled access and yes demolition of the Brunel goods yard the building of Southgate

Shopping centre and bus and coach interchange.

Full accessible new footbridge over the River Avon for Bath quays with ramps

Banes is also make off road paths like the 2 tunnels route Bath to Midford full accessible.

I think disabled access and mobility is in the Banes council DNA .

South Gloucestershire county council also has very strong consultation arrangements with South Gloucestershire disability equalities forum.

On all planning and Transport schemes

and an equalities officer to work with stakeholders. On the equalities forums.

Metro bus had fully equalities and accessibility input as did the scheme's in Bristol and North Somerset.

North Somerset council have a disabled Advisory Group on equalities with lots of

Input in Planning and transport decisions.

In all case Heritage England and Historic England are push back against by planning and transport Departments

City of York has had a number of fights between disability equalities grounds and city council and Heritage England and Historic England.

But there has been ways the York has been accessible to Disabled people.

As has the city of wells in Somerset.

Bristol city council has set up a disability equalities commission

Has west of England centre for independence living.

Bristol disability equalities forum.

and 40 % of disabled people use accessible to sustainable transport and public transport than people without disabilities.

Warwick university.

The city and county of Bristol has great

Tradition of fight for equalities.

The Bristol bus boycott and removal of the Colston Name around the city.

The race relations act.

LGBTQ rights fight over setting up a gay village in old market.

In Avon county council days set up a forum for disabled people rights.

We ask that mayor Marvin Rees

Councillor Asher Craig Deputy mayor

And equalities mayor

With equalities DNA we think in her blood

And with councillor Holland has done a lot for disabled people in the city region

Look to make sure all his officers including especially planning officers

Follow the public equalities duty.

And that when officer transfer to mayor Dan Norris west of England mayoral combined transport Authority.

That more equalities training is given and

Bristol city council have a conversation with Heritage England and historic England about the historic city and county of Bristol.

1 their public equalities duty as a public body.

2 the need give advice of listed building that takes account of the Equalities act 2010 and their instructions from on government policy.

Bristol disabled equalities forum.

Would like to meet Bristol city council.

Planning Department and councillor Beach to discuss this issue and Asher Craig and with Bristol city council and more importantly mayor Dan Norris to discuss the public equalities duty.

With councillor Don Alexander transport executive when the Transport service is Transferred.

On the role of Heritage England and historic England advise our planning in Bristol city council and the city region.

**STATEMENT PS 19**

**Submitted by Pary Namini**

**Title: Save our green spaces in Bristol**

Save our green spaces in Bristol and stop building on any green areas in Bristol.

Green areas are important for us and for wildlife. We need to protect all the green areas. Building houses on green areas is not the solution going forward.

I would like to ask the Councillors to show their full support for this petition as it is what people in Bristol want.

**STATEMENT PS 20**

**Submitted by Louise Hingley**

**Title: Mike Alden of Park Knowle Football Club**

The Redcatch Development Partnership would like to submit the following written statement in regard to Mike Alden of Park Knowle Football Club.

"When we met Mike, we were struck by his passion and dedication to Park Knowle Football Club, enabling as many people as possible in the local community to enjoy football. We are delighted to celebrate Mike Alden receiving the SPOTY Unsung Hero Award. Congratulations to Mike and everyone at the Club."

## **STATEMENT PS 21**

**Submitted by Brendon Taylor**

**Title: Transfer of Transport staff from Bristol city council to west of England**

This statement is support mayor Marvin Rees and councillor Don Alexander transport executive and metro mayor Dan Norris.

In the transfer of Transport staff from Bristol city council to west of England mayoral combined transport Authority

To undertake statutory Transport Duties of the combined transport Authority.

On bus service's.

Main highways.

Bus and public transport interchanges

Bus and stops

Passenger information.

Concessionary fares.

Railway service's and station improvements metro west

Ferry service.

Future light rail service's

And metro bus links .

Policing and anti-social behaviour

On the public transport Network.

Making the Network fully accessible.

Travel cards

Bus subsidies.

Bus Franchising.

And bus service improvements plan.

All jointly with North Somerset council.

Local Transport plan.

Works on Bristol Temple meads station and quarter.

All these functions are carried out in the west Midlands and Greater Manchester by the combined transport Authority and the metro mayors.

Not Manchester or Birmingham city council.

We welcome mayor Rees work on the city Regions and the brown review.

## **STATEMENT PS 22**

**Submitted by Peter Travis**

**Title: Devolution of Transport service and powers to the city region**

With the importance of Public transport Network to the Greater Bristol and Bath city region.

As Mayor Rees points out the importance of a quality affordable public managed bus service to be run by the west of England mayoral combined transport Authority and North Somerset council is very important.

And the 3 council in their budget this year proving the Transport levy for public transport Network support and for supported bus service's.

With Financial support from North Somerset council

We need to make urgent progress on the metro west railway Network.

We have got the money and approval from the secretary of state for transport

And local MP Mark Harper.

For the Bristol Temple meads Bedminster, Parson street and pill and Portishead line with an option in the future of Ashton Gate station.

And very important is the metro west mass transit railway line to from Bristol Temple meads station to Stapleton road, Ashley Down station work to start this year subject to west of England mayoral combined Authority committee meeting approval with mayor Dan Norris.

But we are very concerned about the need to make urgent progress on the Henbury loop line. Especially with the need for a station at Filton North Station

for the YTL Arena and Henbury for Cribbs causeway.

But neither station have planning permission from South Gloucestershire county council.

We need to progress this very very urgently with Network rail western route the Department for transport and First group Great western railway.

We the west of England mayoral combined transport Authority to work with South Gloucestershire county council to get the planning permission granted.

Whilst it's one train and I am sure as the Arena opens and the Exhibition centre plus new developments on Cribbs causeway Patchway new town. Brabazan and Charlton.

We need the station when the Arena opens.

We need to a good quality publicly run bus service in the Greater Bristol and Bath city region and North Somerset council.

Franchising will take a long to implement with the need to buy First group plc bus Depots in Bath and wells Weston super mare and the bus depot in Bristol Hengrove and Lawrence hill which Bristol city council lease to first group plc and the stagecoach group west Depot at Patchway Bristol.

And like Greater Manchester buying buses .

New or from First group plc and stagecoach group

The metro mayor Dan Norris will also need precepting powers and North Somerset council will need be part of the transport Authority.

Franchising about 3 sub regions .

Bus service's and Depot.

Setting up a corporation Bristol joint service when the city and county ran the buses jointly with Bristol omnibus company and Kingswood urban district council.

Will require an act of parliament.

From next government

But top priority for the city region is sorting out bus and coach Network

The Department for transport has requested the metro mayor Dan Norris and North Somerset council leader Steve Bridger and transport executive councillor Steve Hogg set up a bus service Advisory Board with bus operators and key stakeholders.

And a passenger forum which the mayor has set up already which he chairs and councillor hogg is the vice chair from North Somerset council.

The 4 Transport executive councillors Don Alexander Bristol city council Sarah Warren Banes Steve Reade South Gloucestershire council and Steve Hogg North Somerset council .

To oversee the bus service enhanced quality partnership and bus service improvements plan and require more bus service recovery grant at about £350 million for England from 1st April 2023 .

And extension of £2 fare cap.

We also city region transport plan and

Work on new stations like Portway parkway station at Portway park and ride due to open on the Bristol Temple meads to Avonmouth and Severn Beach via Clifton Down station line .

Bristol Temple meads station to Filton Abbey wood, Bristol parkway station, yate ,cam and Dursley and Gloucester central. With a new station at Charfield.

PLUS the Temple meads station regeneration and Temple quay.

this project is led by Network rail western route with staff based at Director level in the west of England mayoral combined transport Authority.

and support from Bristol city council.

Moving all the staff into one team at

at the West of England mayoral combined transport Authority.

When the west of England mayoral combined transport Authority was set up it was taken that all public transport Network staff and Transport staff would move from Bristol city council South Gloucestershire council and Banes to the combined Authority.

In order to make progress on sustainable transport and Public transport Network staff need to transfer to the west of England mayoral combined transport Authority.

A move we fully support the cabinet decision my Mayor Marvin Rees and councillor Don Alexander transport executive.

We only got to see the combined transport Authority agenda of Devolution deals in Cornwall with it proposed Mayor,

Or the combined North east combined Authority of Durham, Newcastle city council, Gateshead, Northumbria and Tyne and wear metro and public transport combined Authority.

With the North of Tyne mayor .

This Authority will have a metro mayor.

As will the Devolution deal for Norfolk and Suffolk with a transport Authority and a mayor . East Midlands combined Authority being set up with a mayor.

With the Brown report on Devolution and set up region and sub regional governments for city regions with elected mayor and Transport executives and powers on public transport transferred from the Department for transport. and Whitehall

The labour party Sir Keir Starmer leader of is committed to taking back control and transferring power to Region transport Authorities and metro mayor .

In order to provide Transport service's the metro mayor Dan Norris need staff and we welcome the transferring of public transport Network staff

Transport staff delivering the city transport team delivering project for the city region.

All the other combined Authority have  
Have Transport officers.  
Running bus service tram service  
Concessionary fare pass .  
Ferry service.  
Access for all scheme for people with limited mobility and disability people  
On the Network.  
Railway planning new stations.  
Provision of Region railway service's  
Jointly with the Department for transport.  
Public bus station and interchanges and bus stops .  
Regional local Transport plan  
Working with the western gateway transport Board.  
And South west Peninsula transport Board.  
And precepting powers.  
All the other city region Authority do not have unity councils with Transport teams in the  
west Midlands combined Authority mayor Andy street  
Greater Manchester combined Authority.  
Mayor Andy Burnham.  
Liverpool pool city region mayor Steve Rotherham.  
We must move forward on setting up a regional transport Authority.

Not backward the city and county of Bristol is to small to be a regional planning and  
transport Authority.

The setting of up of a combined transport Authority is support by  
South west transport Network.  
Somerset catch the bus campaign.  
Gloucestershire catch the bus campaign.  
Friends of Bristol suburban railways  
Transport for Greater Bristol Alliance.  
Rail future Severnside.  
Somerset bus partnership.  
Bristol disabled equalities forum.

These organisations have campaigned for 20 years for integrated transport Authority now  
the west of England mayoral combined transport Authority

Working in partnership with North Somerset council.

## **STATEMENT PS23**

**Submitted by Gavin Smith and Martin Garrett (Transport for Greater Bristol)**

**Title: WECA Transport Authority**

Transport for Greater Bristol fully supports the need for a WECA Transport Authority (with North Somerset).

Because:

- Local rail network upgrades, a new urban tram system, bus operations, comprehensive bus priority and an agreed road hierarchy necessarily require integration with each other.
- Liveable neighbourhoods require a shift to integrated public transport.
- In order to achieve this it needs to be planned and administered sub-regionally - as already occurs in most metropolitan regions in England.

Transport is responsible for some 25% of carbon emissions. A reduction cannot be achieved by local active travel alone. The evidence supports this.

## **STATEMENT PS24**

**Submitted by Brendan Murphy - BARBI**

**Title: Road Usage for Hospitality**

84 days have now passed since Road Usage for Hospitality was discussed at the full council meeting on 18 October 2022.

All parties, during the debate, expressed an interest in helping the independent hospitality businesses and we were informed that:

1. Detailed guidance will be provided.
2. No enforcement action will take place against venues going through the planning application.
3. A “tables and chairs” cross party group will be formed to come up with solutions.

Between 30th October and 4th November 2022 most venues that are affected submitted an email requesting to start the planning application. There has been little, if any, response.

No detailed guidance has been provided.

Enforcement action has been threatened multiple times, and tomorrow, 11 January 2023 is the date venues must have structures removed or face huge bills from the ever more profitable council enforcement team friends.

Why have we been lied to?

We know the council is understaffed, but having agreed that this action would not be taken it is clear that a deliberate political decision has been made in favour of the council’s safest and easiest course of action rather than what communities would prefer or what would benefit our city as a whole.

The council has the power to enable these venues to continue to operate on the road by running TROs and other methods of consultation.

There is huge local support for these businesses to keep the outside space but the council will not allow a consultation due to the cost.

We demand that the council U-turns on these notices and reaffirms its commitment to supporting businesses to keep their on-street offering by using a strategy of non-enforcement.

How many more businesses need to go bust before this administration wakes up? A little less conversation, a lot more action. Please.

# Full Council – 10 January 2023

## 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.

<b>Ref No</b>	<b>Name</b>	<b>Title</b>
PQ01	Haydn Gill	Feeder Road
PQ02	Haydn Gill	Heat Network
PQ03	Liv Fortune	Public Services
PQ04	Tom Bosanquet	East Street Pedestrian Zone
PQ05	Tom Bosanquet	Antisocial Driver Behaviour
PQ06	Sian Ellis Thomas	Park Football Club
PQ07	Samantha Bensted	Unanswered Complaints
PQ08	Suzanne Audrey	FOI Requests
PQ09	Suzanne Audrey	Committee System
PQ10	Len Wyatt BPF	Parks Service
PQ11	South West Transport Network	Bus Services
PQ12	Gordon Richardson	Accessible Heritage
PQ13	St Christophers Action Network	St Christophers Consultation



**QUESTION PQ 01**

**Subject: Feeder Road**

**Question submitted by: Haydn Gill**

Q1: I ask the Mayor to look at widening 150m of the northside pavement along Feeder road between Avon street and Small street. The pavement is less than 50cm wide and busy. People walking must step onto the road to pass one another. There is 2m wide uncontrolled car parking on the road. Are parked cars on Feeder road four times more important than pedestrians?



**QUESTION PQ 02**

**Subject: Heat Networks**

**Question submitted by: Haydn Gill**

Q2: The district heating network draft local development order requires the "site shall be reinstated to the condition which existed prior to such works taking place". Will the Mayor work with his active and sustainable travel team to design and consult on public realm improvements on roads the heat network will pipe under, so these can be delivered whilst the road is dug up, leading to our public realm being improved rather than left stagnant?



**QUESTION PQ 03**

**Subject: Public Services**

**Question submitted by: Liv Fortune**

How can you go along with cuts to services in the knowledge that austerity is believed to have caused 300,000 excess deaths since 2010?



**QUESTION PQ 04**

**Subject: East Street Pedestrian Zone**

**Question submitted by: Tom Bosanquet**

The signage on the entry to the main part of East Street is very clear - Pedestrian Zone 7am-7pm - No Motorbikes or Cars, Except Buses & Loading by Lorry, No Waiting.

You have even, in tandem with the Police, added further signs in the last month - No Exceptions they said.

This has been a problem for a long time, exacerbated by local road works. You have not given it enough attention before & now it seems it is viewed as normal for drivers to flout the rules.

Why do you allow the Pedestrian Zone to be so wildly ignored?



**QUESTION PQ 05**

**Subject: Antisocial Driver Behaviour**

**Question submitted by: Tom Bosanquet**

What new steps will you be taking citywide in 2023 to tackle antisocial driver behaviours? Specifically speeding, pavement parking & idling.



**QUESTION PQ 06**

**Subject: Park Football Club**

**Question submitted by: Sian Ellis Thomas**

I'm sure that by now everyone here today is aware that the BBC Unsung Hero for 2022 was awarded to Mike Alden on 21st December. This award is first for Bristol. Mike has been running the Park Football Club in Knowle West for over 10 years. It was a very proud moment for us all.

But the club is desperate for better facilities to enable it to properly accommodate its girl's and disability teams at Redcatch Park. It currently cannot play these teams at the Park or welcome their away team competitors, due to the facilities not complying to the basic legal requirements. Without these facilities, Mike cannot grow these two much needed elements of the club and may actually have to turn new players away.

Can the Mayor please explain why, after three years, the application for a CAT for the Pavilion building, which would enable Mike to resolve these issues, has not been progressed?

What is actively being done to move this forward and when can we expect a result?



**QUESTION PQ 07**

**Subject: Unanswered Complaints**

**Question submitted by: Samantha Bensted**

Is he aware that three complaints raised directly with Bristol City Council concerning a vulnerable young black man were never responded to?

If he is not aware, can he explain how this could happen / what he thinks went wrong / how is it possible that complaints simply go unanswered and what impact does he think this might have on young, black men vulnerable to exploitation?



## QUESTION PQ 08

**Subject: FOI Requests**

**Question submitted by: Suzanne Audrey**

[for Cllr Craig Cheney]

I asked a question about Freedom of Information (FOI) requests at Full Council 8 November 2022, and the response stated: "Most FOIs come from the same small group of people and have minimal wider public interest. The council needs to be open and transparent in its operations so as to reduce the number of requests." However, my own analysis, and tables sent to me by council officers, show that a broad range of people ask questions on a variety of topics of wider public interest. The assertion "most FOIs come from the same small group of people and have minimal wider public interest" is not supported by the data.

I submitted the following question to the Resources Scrutiny Commission: "In what ways could the council be more open and transparent to reduce the number of Freedom of Information requests?" I received the following response: "As this question relates to comments made by Cllr Cheney in a public meeting, it would not be appropriate for officers to respond, and this question should be referred to the Mayor's Office for a response." Therefore, I sent an email to you, and to the Mayor's Office, on 3 December 2022 asking: "In what ways could the council be more open and transparent to reduce the number of Freedom of Information requests?" But I have not received a response.

Question 1. In what ways the council could be more open and transparent in its operations to reduce the number of Freedom of Information requests?



**QUESTION PQ 09**

**Subject: Committee System**

**Question submitted by: Suzanne Audrey**

[For Cllr Helen Holland]

The recent report to Full Council, about the new committee system to replace the elected mayor, indicated: "It is also proposed that in this next phase of work the Working Group holds public meetings as it develops the detail of the arrangements for the Committee Model. It is anticipated that public meetings will take place on a monthly basis."

Please will you provide an update on the next phase of developing the new committee system including the dates, venues and arrangements for the public meetings?



**QUESTION PQ 10**

**Subject: Parks Service**

**Question submitted by: Bristol Parks Forum**

[for Cllr Ellie King]

How many responses to proposals for the budget of the Parks Service (Ref: G12-A) in the recent Budget Consultation (Bristol’s Budget 2023 to 2024 – Guide to savings proposals) were received by the Council?

How will the Cabinet and/or Council consider the proposal for a “Big Conversation” about our parks and green spaces put forward by the Bristol Parks Forum as a response to that consultation?



**QUESTION PQ 11**

**Subject: Bus Services**

**Question submitted by: South West Transport Network**

Whist it would be very much in the passenger interest to Franchise the west of England mayoral combined transport Authority and North Somerset council bus Network. Mayor Dan Norris.

It will take up to 5 years buy buses and the bus Depots in city region at Weston super mare, Bristol Hengrove and Lawrence hill Bath and wells in Somerset all on which provide First group plc buses in Greater Bristol and Bath city region Patchway Depot of stagecoach group.

**What progress is mean time is Bristol city council along with Banes and South Gloucestershire council making in this budget to a Transport levy to fund the west of England mayoral combined transport Authority mayor Dan Norris the city region support bus Network?**

**What progress is being made on bus service via Bus Advisory Board and an Enhanced quality partnership?**

Will Mayor Rees and Transport executive councillor Don Alexander. agree to ask the metro mayor Dan Norris and councillor Steve Hogg of North Somerset council to set up the Department for transport required legal bus service improvements plan Board and passenger forum as soon as possible.



**QUESTION PQ 12**

**Subject: Accessible Heritage**

**Question submitted by: Gordon Richardson (Bristol Disability Equalities Forum)**

In view of the very strong objection by Heritage England and Historic England to make the city Heritage infrastructure fully accessible (like their objections to the Kingsweston iron Bridge). As Bristol like Bath is a very historic city

**What discussion are going on between Bristol city council and the Heritage bodies to make sure the city is fully accessible under the equalities act 2010 to users?**

Similarly to discussion that Bath and North Somerset council have with Heritage England and Historic England to stop objection to improving the built environment in the city and county of Bristol.

**Will the planning and Transport Department meet with Bristol disabled equalities forum to discuss the equalities act and the city Heritage?**



## QUESTION PQ 13

**Subject: St Christophers Consultation**

**Question submitted by: St Christophers Action Network**

For more than 70 years, the much-valued St Christopher's School, based near the Downs, looked after and educated many of Bristol's most vulnerable children. The School has been described as a 'one of a kind', and a 'beacon of hope' by families whose children thrived in the unique environment.

It finally shut its doors in 2020. It was the last residential school in Bristol for children with complex needs and was a valuable community asset so when it closed, it was a real loss to the SEND families and workers.

Subsequently, the FORE Partnership (and their associates) bought the land and submitted a planning application to build a retirement complex to Bristol City Council (Application No. 22/01221/F) - it is currently being considered.

In the plans put forward, the applicant claims to have developed proposals for serving children with special educational needs within an "Urban Village Hall" to be provided on the site. We have sought clarification on this proposal and understand at the moment it is merely an offer of occasional shared-use space rather than replacement educational provision.

The applicant states that this proposal 'has been developed in consultation with Bristol City Council'.

Please can the Council state:

Questions:

The details of this consultation: specifically

- 1. Which special education needs experts or departments working for BCC have been involved in discussing the detailed SEND provision to go on the site,**
- 2. The precise details of the provision that is being discussed or offered, including the nature of that provision, the facilities on offer for children - particularly with regard to safeguarding, staffing levels (including education and care staff), hours of service to be provided, etc.**

