

Question: PQ08.01 & PQ08.02

Cabinet – 4 APRIL 2023

Re: Agenda item 8 - Parking and Licence Fees and Charges

Question submitted by: South West Transport Network (David Redgewell)

Question 1: Whilst we welcome the raising of parking charges at Blaise castle Estate Oldbury court and Ashton Park for residents and tourists visiting our historic city and North Somerset. With regard to disabled access and the equalities impact assessments. What amounts of money is the city and county of Bristol council and North Somerset council in the place of Ashton park to spend on improvements in footways cycleway and drop Kerbs. On footway and roads within the estate Plus working with North Somerset council to improve drop Kerbs at the long Ashton entrance and the route to the park and ride site. A Blaise castle to provide better disabled access to the house. And better disabled access around Oldbury court Footways and cycle ways

Questions 2: In view of the city council and North Somerset council climate change emergency. And mayor Malvin Rees sustainable tourism policy and the need to use public transport and sustainable transport to visit our Great heritage estates for the city residents and tourists especially in 650 years of the city and county of Bristol. In view of the the withdrawn of bus service to the Heritage estates. Especially service 47 Bristol city centre st Paul st werburgs Eastville park Fishponds oldbury court, Downend Emerson green, puckchurch, westerleigh yate bus station. Leaving oidbury court estate with no bus service Limiting the access on the 10 ,11 From Avonmouth shirehampton Lawrence Weston Westbury on Trym Southmead hospital bus station But now no connections to Uwe bus station and Bristol parkway station. The 3 4 services from Bristol city centre via Clifton Down station shirehampton and the estate and Henbury to cribbs causeway bus station. And need to improve public transport to Ashton park by bus and a future Ashton Gate station and ferry to Cumberland Basin So what parking fees money may be allocated to improvement in sustainable transport and Green travel plans And especially to provide a bus services to oidbury court, Blase castle and Ashton park in conjunction with the west of England mayoral combined transport Authority and North Somerset council metro mayor Dan Norris. In line with Bristol city council/ North Somerset council green travel plans.

David Redgewell South west transport Network.
Gordon Richardson chair Bristol disability equalities forum .

Statement: PS08.01

Cabinet – 4th April 2023

Re: Agenda item 8 – Parking and License Fees and Charges

Statement submitted by: Haydn Gill

I fully support the proposal to equalise parking charges across BCC car parks. This will make understanding the cost of parking easier and clearer for drivers and provide critical additional funding for the parks service to maintain and enhance our public parks. The evidence that footfall has remained the same at the park cafe without any loss in income is great to see and shows that people travelling via sustainable modes of transport still visit and spend money at local businesses.

I also support the further development of the East Bristol Livable Neighbourhood and look forward to Livable Neighbourhoods being rolled out to all parts of the city. As paper clearly states: Encouraging more of our residents to walk and cycle will improve health outcomes and air quality and reduce carbon emissions associated with transport. Protected cycle infrastructure will disproportionately benefit children, women and black and minority ethnic cyclists who typically cite safety as the biggest barrier to cycling. Similarly, improved crossing points and a better-quality walking environment will provide the largest benefit to those citizens with physical, visual, and neurological disabilities.

Statement: PS08.02

Cabinet – 4th April 2023

Re: Agenda item 8 – Parking and License Fees and Charges

Statement submitted by: South West Transport Network (David Redgwell)

Item parking charges In the Heritage estates. Ashton Gate , Blase castle estate, Oidbury court estate Fishponds.

We very much welcome the council policy and raising the parking charge in Oidbury court estate Fishponds Blase castle estate and Ashton park estate. Especially as its council policy to encourage visitors and residents to use sustainable transport and public transport to these Great city and county of Bristol and North Somerset estates.

We are concerned about disabled access and need for parking spaces and at one point when councillor Holland was in charge of transport plans were drawn up for a bus service to Ashton Court and the park to help all visitors older residents and disabled people.

This plan needs to develop as parking charges must be part of a green travel plan.

Access to the Heritage estates need a Green travel plans simply to the National trust park and Gardens.

Whilst we welcome the investment in the park from Parking charges Pathways and tracks .

In Blase castle we need to see proper access to the house and estate not a repeat of Kingsweston Bridge of no disabled access.

The house is not fully accessible despite the work by Bristol disability equalities forum with English Heritage we still do not have full access

But the cut back in local bus service is making access to the park for disabled people and communities on low incomes without access to a car .

10 and 11 bus service which runs from Avonmouth and Shirehampton to Lawrence Weston Westbury and Southmead no longer give access to Uwe Bus station and Bristol Parkway station.

Whilst the 34 Bristol Broadmead shopping centre city centre Clifton Down station Shirehampton/ Avonmouth Lawrence Weston, Blase castle pass the estate to Cribbs Causeway bus station

1 and 76 stop close to the estate .

From Brislington Bristol Temple Meads station Bristol city centre 1 via Clifton Down station Westbury on Trym.

Henbury and Blase castle estate

76 via the Gloucester road Bishopton, Horfield Henbury and Blaise castle estate both service go to Cribbs Causeway bus station.

We welcome the use of money to improve the estate but there should be a Green travel plan for Blaise castle estate.

On Ashton park and House this is major visitor attraction in North Somerset/ Somerset the city and county of Bristol and South west England.

A major Tourism venue.

With the house in need of restoration.

With many big events such as concerts and the international balloon festival.

We welcome the putting up of car parking charges to improve facilities for residents and visitors.

Improvement for walking and cycling facilities and disabled access.

But we have had major failures of a green travel plan at this park and both North Somerset council and the city and county of Bristol council should be working with the metro mayor Dan Norris on a Green travel plan for this estate .

After last year transport plan failure for the International balloon festival.

But the park master plan outlines a sustainable transport plan and public transport plan.

Bus link future Railway station Ashton Gate on the new Bristol Temple Meads to Pill and Portishead line.

Ferry service to Cumberland Basin.

Bus links

Link to Bristol city centre Portishead Clevedon Nailsea and Backwell and Portishead.

The cycle way from Bristol is welcomed

We welcome the parking charges increase so people use sustainable and public transport to this estate.

We must have a green travel plan.

Oidbury court estate.

We welcome the increase in parking charge and the investment in the park in walking and cycling facilities.

But the west of England mayoral combined transport Authority Mayor Dan Norris has withdrawn the 47 bus service leaving to public transport access to this estate from Bristol city centre St Paul's St Werburghes, Eastville park, Fishponds road to Oidbury court and on to Downend Emerson Green Puckchurch Westerleigh Yate bus station.

We urgently need a green travel plan for this estate and a bus service.

Disabled people and some of the poorest communities will have no bus services to this park.

A Taxis is now £20 to visit this park not part of the council policy on social justice and social inclusion and leveling up .

One option is for Bristol city council to follow other South west councils and put some funding into local bus service

Link to the Heritage estates as part of a green travel plan with the west of England mayoral combined transport Authority and mayor Dan Norris.

We welcome the council putting up parking charges so people use sustainable transport and public transport to the Heritage estates which appear to be working successful.

We welcome this policy but the council needs to address Green travel plans for these estate with the west of England mayoral combined transport Authority and mayor Dan Norris.

In the case of Ashton park with North Somerset council and west of England mayoral combined transport Authority.

Oidbury court estate with the west of England mayoral combined transport Authority and mayor Dan Norris and south Gloucestershire council.

Blase castle estate with west of England mayoral combined transport Authority and mayor Dan Norris.

Access to leisure and Tourism facilities for residents and tourists is part of the west of England mayoral combined transport Authority and North Somerset council bus service improvement plan.

We also ask that full account of disabled access and parking is taking place in this policy including public transport.

Coach parking and Drop off and charging need addressing within a green travel plans for these estates

These estate also need improvement in toilets facilities including disabled changing places.

David Redgewell South west transport Network and Bristol disability equalities forum
Gordon Richardson Bristol disability equalities forum.

Statement: CS08.01

Cabinet – 4th April 2023

Re: Agenda item 8 – Parking and License Fees and Charges

Statement submitted by: Councillor Mark Weston

I write to express – once again – my opposition to the imposition of car parking fees in the Blaise Estate and Oldbury Court.

As you were warned when these charges were introduced last year, this move has created huge problems in nearby residential streets as many park users seek to avoid having to make these payments. The planned “*above inflation*” increases (an incredible 50% hike in the case of up to one hour stops) can only make a bad situation worse.

The various objections received as part of the public consultation and engagement process undertaken on levying such charges are clearly set out in Appendix E – the EQIA – with specific reference to Oldbury Court and Blaise in my ward.

- *Charges are too high*
- *The maximum stay is not long enough (should be increased beyond 5hrs)*
- *Imposing a fee will deter people from using the car parks*
- *Negative impact on low-income families and dog walkers*
- *Negative impact on health, wellbeing, and social inclusion. The council are supposed to be encouraging people to use green space, not putting up barriers*
- *Insufficient public transport. No alternative to get to the Estates [for many] other than by car*
- *Charging will displace visitor parking into nearby residential streets negatively impacting local residents*

Whilst the rationale or justification given for this initiative was to generate extra income which could then be re-invested into our parks and children’s play facilities, I suspect that in practice and reality, this calculus has **NOT** raised significant sums and the negative consequences of that action far outweigh any tangible benefits.

The report suggests that there has been a decrease in car usage, which more closely aligns with the Council’s aims of encouraging more sustainable transport alternatives (achieving a so-called modal shift) and promoting our climate change policies. I beg to differ on such overly optimistic conclusions based upon the regular complaints I regularly receive from those whose lives are impacted by park visitor parking.

I fear that the anti-car stance adopted by successive Administrations in our city has morphed from pursuit of a sacred cow environmental policy to one of simply treating the motorist as an easy target for revenue raising or a captive cash-cow. Need I remind you that some of our most vulnerable members of society absolutely depend upon private vehicles for their transport.

Consequently, I urge the Mayor and his Cabinet colleagues to think again before proceeding with this latest anti-car measure.

Question: CQ09.01

Cabinet – 4 APRIL 2023

Re: Agenda item 9 - Investing in parks to support the city's growth areas

Question submitted by: Councillor Amal Ali

Question 1: I fully support the £500k investment into Oldbury Court. We have a number of developments coming up in Fishponds, so improving local play equipment in one of Bristol's most-used parks is important to ensure that both existing and new residents have access to first class play facilities. £500k is a significant sum of money and will vastly improve one of Bristol's destination parks.

Please can councillor King provide details of how exactly this funding will be spent?

Question: CQ09.02 & CQ09.03

Cabinet – 4 APRIL 2023

Re: Agenda item 9 - Investing in parks to support the city's growth areas

Question submitted by: Councillor Martin Fodor

Background: The Cabinet has a proposal to invest capital from strategic CIL: budget line NH02A - SCIL £1.5M

This is welcome funding from the Mayor's budget for the city.

At the recent Budget meeting members of the authority also voted 66 to zero for my Green amendment to provide £1m per year of unallocated strategic CIL for four years from budget GR09 with half being used to provide a strategic fund for parks and half for street improvements.

The funds being discussed today are allocated by the Cabinet member for Public Health and Communities. It also says

“ As the city grows and our successful housing delivery programme results in more homes and more people visiting and benefiting from their local parks, there is a need for us to respond by investing in quality and new facilities - particularly in those green spaces close to new housing areas. An opportunity exists for us to respond to the requests of communities and make parks more accessible and welcoming.”

Question 1: What arrangements are anticipated to ensure the members of the council can now input into the new funds they added to the budget from GR09?

Question 2: How will communities be able to feed in ideas that meet the strategic CIL criteria?

Question: CQ09.04 & CQ09.05

Cabinet – 4 APRIL 2023

Re: Agenda item 9 - Investing in parks to support the city's growth areas

Question submitted by: Councillor Ed Plowden

Background: For many years the Victoria Park Action Group has worked to improve the park and provide activities for local people. The group has recently conducted questionnaires of Park Users and submitted a bid for approx.. £175k to Heritage Lottery fund to make improvements, with the knowledge and involvement of Officers. In addition Action Greater Bedminster are currently reporting excellent working relations with Parks Officers, stating that they have “agreed a way forward for a closer working partnership, and that we'll collaborate on getting information to our community re the process of planning CIL”.

As the local ward councillors, Lisa Stone and I are working very with these groups, and have also secured Local CIL funds for master planning and initial improvements for a playground in the park opposite Bedminster Green. It is therefore a surprise to read of the planned £191,000 investment in the Park, with no real details of what this is for in the Cabinet Report despite the very specific investment sum proposed .

Question 1: Why has there been a lack of transparency and no involvement of local people, local groups and Ward members in developing these plans, to ensure the maximum benefits from what should be complementary interventions?

Question 2: What is the plan for involving local people in moving these plans forward?

Statement: PS09.01

Cabinet – 4th April 2023

Re: Agenda item 9 – Investing in parks to support the city's growth areas

Statement submitted by: Bristol Disability Equalities Forum (David Redgewell)

At Argyille Park
St Agnes Park .
Green space at Lawrence weston .
Rawnsley Park.
Victoria Park .
Hengrove park .
Oidbury court estate.
Blase castle estate.

Bristol disability equalities forum welcome the investment in Bristol Parks
Especially play equipment for young people but wants to see all these spaces fully
accessible to all users .
We fully accessible pathways and ramps and drop Krebs.

On Hengrove park again we welcome the cafe and facilities improvements.
At Blase castle estate we welcome the
Investment in visitors hub and toilets.
Disabled accessible toilets need improvement as does access to house for disabled
people.

But investment in the city park are welcomed.
We would still like to see both cafe and public toilets including disabled toilets
changing places in Bristol parks .
Similar to page park in South Gloucestershire council area is a good example of
investment in the park facilities including cafes and is investing
In a community change place and transport hub .
Blase castle estate could also be used for Tourist caravan sites.

We would like to see sustainable transport and Green travel plans for all Bristol
parks and especially Oidbury court Fishponds, Blase castle estate and Ashton court
estate.

We very much welcome the use of community and scil money in Bristol parks and
the need for commercial use of cafes and events in our parks for our local
communities of 91 languages and the need for leveling up of our great city parks.
But our park are also part of our historic city visitors and Tourism economy.
In a city and county that is 650 years old this and one the greenest cities in Europe.
Bristol disability equalities forum welcome this investment in full access parks and
visitors hubs cafes toilets and play spaces.

David Redgewell
Gordon Richardson Bristol disability equalities forum.

Statement: PS09.02

Cabinet – 4th April 2023

Re: Agenda item 9 – Investing in parks to support the city’s growth areas

Statement submitted by: Kate Spreadbury

Statement of support from Friends of the Park (Oldbury Court Estate/Vassalls Park)

1. Friends of the Park (FOP) support the proposal to allocate £500,000 of Strategic Community Infrastructure Levy funding to improve access and enhance the play facilities in the park.
2. The play facilities are heavily used by children from the neighbourhood and further afield. The water zone has never worked well, equipment is becoming unsafe due to damage and the ground itself is prone to flooding. The adapted swings can no longer be used by disabled children as there is no storage for the specialist slings needed. Housing developments at St Matthias and Blackberry Hill have increased usage and the Atlas development will bring hundreds more children and young people to the park, eager to use the area. We will need play facilities that are inclusive, well designed, and fit for purpose over at least two decades.
3. The park has multiple entrances but not all are safe and usable, particularly in wet weather. Vehicle access was improved as part of car park works but pedestrian routes, particularly from the Oldbury Court housing estate, are in disrepair. Some paths within the park, including a stretch of the Frome Valley Walkway, have warning signs due to unmet maintenance needs.
4. The Friends of the Park group was formally launched this year with over fifty members, and we have begun to survey the needs and wishes of young people up to 18 years old and other Park users. The Park has been overlooked for funding in recent years but has a wealth of opportunities to offer the area. We welcome the proposed investment as a positive step to improve this key community asset and are keen to work with the council, third sector organisations and other community groups in the area to develop the full potential of the park.

Statement: PS09.03

Cabinet – 4th April 2023

Re: Agenda item 9 – Investing in parks to support the city’s growth areas

Statement submitted by: Bristol Parks Forum, Rob Acton-Campbell

The Bristol Parks Forum is the only community voice dedicated to all publicly owned parks and green spaces in Bristol. We work with Bristol City Council to ensure our spaces are well looked after and to help local groups to enhance their green space. Further information about the Forum can be found at <http://www.bristolparksforum.org.uk/>

Investment in Parks Welcomed

Bristol Parks Forum welcomes this report and the much needed investment in Bristol’s parks and green spaces that it promises.

[Our Vision](#) for Bristol’s parks calls for everyone can have access to good quality parks and green spaces. This is also supported by the One City Plan which has a long-term aim that ‘Everyone has access to excellent quality green space within a 10-minute walk from their home’.

To meet these aims there needs to be investment in parks in all parts of our City and existing barriers to their use by some members of our community need to be addressed.

Access for Disabled Visitors

We are particularly pleased that the report emphasises the need to ‘build-in improvements that improve access to parks, particularly for disabled visitors’ and that it mentions the work of park groups.

On this subject, we wish to highlight the work that the charity Your Park Bristol & Bath has been doing working with disabled people and carers to produce the [‘Not just a check box report’](#) and following on from this working with park groups to produce [Accessibility Guides](#)

We look forward to the Parks Service, Your Park and Park Groups working together to ensure these projects address this issue.

Further Investment

This funding was agreed as part of last year’s budget process and it has taken 12 months to get to this stage. While we are aware of the huge pressures on Council Officers we urge the Council to now move these projects forward as quickly as possible so that the benefits can be realised, this is particularly important at a time of high inflation where delays may see significant cost increases.

We also welcome the additional £2m of funding allocated in this year's budget (£500k per year over 4 years) and hope that proposals for this spending can be brought forward speedily.

While this investment is good news, there will remain a backlog of much needed repairs, replacement and improvements to infrastructure in our parks and green spaces. More funding will be needed if the ambitions of the One City Plan are to be met.

Funding for Day to Day Maintenance & Management

While capital investment in our parks is needed, this will not address the pressure on funding for day-to-day maintenance and management of our parks. The Parks Forum looks forward to ongoing discussions with Cllr Ellie King and others on this subject in the coming months.

A New Park for Central Bristol

The report correctly notes that planned development means more homes and more people visiting and benefitting from their local parks. We believe that there is a particular issue in the central area of the City where the limited numbers of parks and green spaces are already very busy and there is a desperate need for a large new park to be established.

As we noted in our response to the recent consultation, the redevelopment of St Phillips will give an opportunity for this to happen and we call on the Council to incorporate a new park into the plans for the area currently being considered and to earmark further Strategic CIL to make this happen.

Bristol Parks Forum Committee
02 April 2023

Statement: CS09.01

Cabinet – 4th April 2023

Re: Agenda item 9 – Investing in parks to support the city’s growth areas

Statement submitted by: Councillor Amirah Cole

I am delighted that the council is investing £110k worth of funding into renewing the play equipment in St Agnes Park. The park is in one of the more deprived parts of my ward - this money will be well spent ensuring that children from St Pauls’ have good quality play equipment walking distance from their homes, and will undoubtedly also be used by children from neighbouring wards like Lawrence Hill. This is welcome news in the face of continued government cuts.

Question: PQ10.01 & PQ10.02

Cabinet – 4 APRIL 2023

Re: Agenda item 10 - East Bristol Liveable Neighbourhood Pilot Outline Business Case

Question submitted by: Rob Bryher

Background

I have been knocking on doors in St George to find out what priorities people have for the local area. Here are the main points to do with liveable neighbourhoods that residents have brought up when asked what issues are important to them:

- To feel safe walking and cycling around
- More easy to navigate curbs for people with mobility difficulties
- More safe, quick crossing points on Church Road and Chalks Road
- More bike hangars for on-street cycle storage
- Enforcement against speeding and further speed limit reductions, particularly on minor and side roads
- Enforcement against and reduction of pavement parking
- E-scooters being parked on pavements (and sometimes blocking them) rather than in parking spaces on the road
- Lower quantity of cars/vans through better parking management
- An end to through traffic and congestion on non-arterial roads (particularly Beaufort Road)
- Changes in movement priorities on side roads (as is practical)
- More street trees and greenery planted
- Improvement in air pollution around schools and nurseries

Question 1: There is very little detail in the Cabinet report on what measures the East Bristol Liveable Neighbourhoods scheme will be implementing, despite large sums being committed to the project. Which of the above measures that local residents see as important will you be particularly prioritising?

Question 2: As I have an audience with the most transparent person in Bristol, please can you tell me specifically whether the junction of Church Road with Chalks Road and Blackswarth Road will be made safer, quicker and easier to cross for pedestrians as part of the East Bristol Liveable Neighbourhoods scheme, the Mini Holland scheme or remain unaddressed?

Question: CQ10.01

Cabinet – 4 APRIL 2023

Re: Agenda item 10 - East Bristol Liveable Neighbourhood Pilot Outline Business Case

Question submitted by: Councillor Steve Pearce

Background:

Liveable Neighbourhoods reduce rat-running, make cycling and walking safer, and tackle air pollution. This is a very important scheme for my ward of St George Central and I am pleased to see we're making progress with it.

I'm also glad that our budget included funding to implement a second Liveable Neighbourhood in BS3, learning from the success of the east Bristol project. It's a shame that only Labour councillors voted for the budget, which included the funding for this. I would have thought Liveable Neighbourhoods would be up the Green Party's alley - evidently not. But while cross-party support for our Liveable Neighbourhood funding would have been welcome, at least we can rely on Labour councillors to invest millions into Bristol's landmark active travel, anti-rat running projects.

Question 1: Making Liveable Neighbourhoods work effectively relies on the input of the local community. Please can the Councillor Alexander share details of how the local community have been involved in shaping the plans?

Question: CQ10.02 & CQ10.03

Cabinet – 4 APRIL 2023

Re: Agenda item 10 - East Bristol Liveable Neighbourhood Pilot Outline Business Case

Question submitted by: Councillor Emma Edwards

It is good to see the comprehensive levels of consultation and community engagement that has happened so far in this project, however it seems that the project is a long way off implementation.

Question 1: What is the current estimated timescale for completion?

Question 2: How will you ensure that there is a continuity of officers working on this project from the business case to completion?

Statement: PS10.01

Cabinet – 4th April 2023

Re: Agenda item 10 – East Bristol Liveable Neighbourhood Pilot Outline Business Case

Statement submitted by: South Gloucestershire Equalities Network (David Redgewell)

Liveable neighbourhood in East Bristol

In st George , Barton hill and Redfield.

With the scheme being funded by the west of England mayoral combined Authority and Dan Norris from the city region transport strategy.

We are concerned to make sure that whist roads are to be made accessible

Especially for walking and cycling and preventing through routes .

We wish to make sure the scheme is fully accessible for disabled people to travel into the area with Blue badges and using Taxis or access to the bus Network that is still in operation in the area

On the main road through st George Redfield and Barton hill to the main East Bristol bus Network to Bristol city centre Hanham and Kingswood 42 43 44 45

And onto the route 36 through Barton hill and Avonvale Road and the Netham Road to st Anne's park.

People also need good access into area by Taxis ober and bolt with access for wheelchair accessible cabs .

In the area around Barton hill

Where the city council has withdrawn bus service 506 with the west of England mayoral combined transport Authority.

In oxford their has been difficulties for disabled people's to access area to see friends and residents.

People also need good access to Redfield and st George shopping centres

Lawrence hill shops and Railway station which needs to be fully accessible.

With clear pedestrianians routes and access by car to the local facilities

access for deliveries Doctors and ambulances.

We must be careful to balance all the needs of the community and visitors to area and business.

We look forward to the scheme progress

With community and business involvement and note the need for access to business in st Phillips and crews hole road and the needs of people with reduced mobility.

We note that the area includes area of Regeration and communities where english is not the first language so community consultation is very important as the scheme progresses.

Walking and cycling must be balanced by the needs for access and the needs of some of poorest communities in Bristol to access facilities on a journey to climate change and net zero.

David Redgewell South west transport Network and South Gloucestershire disability equities Network.

Brendon Taylor Bristol disability equities forum.

Statement: PS10.02

Cabinet – 4th April 2023

Re: Agenda item 10 – East Bristol Liveable Neighbourhood Pilot Outline Business Case

Statement submitted by: Alex Klaushofer

I am deeply concerned about the impact this scheme could have on people's lives. I am not convinced from the details about it currently in the public sphere whether it has been properly thought through and would like to take this opportunity to register a number of concerns.

Firstly, I am concerned that restricting or banning driving by non-residents would make life very problematic for those living in the area and would limit or end:

- visits by friends and family
- clients coming to small businesses and people working from home
- informal support visits by volunteers and community workers

I would point out that many people, such as parents transporting children, the elderly, people with health problems or those who are temporarily injured or unwell, tradespeople, those involved in community projects and individuals needing to transport heavy items, require the use of a vehicle on an occasional or regular basis. Only a limited demographic - those with a high level of fitness and rich in time - are able to travel significant distances entirely by bicycle.

I am currently house-hunting in Bristol and would not be comfortable looking in this area at the moment because if such a scheme was in place I could not be confident of being able to have visitors or run my home-based business. Would a non-resident be able to give me a lift home on a dark night?

Secondly, I would like to know how the council plans to determine who has the right to drive within the proposed zone. I would not support a permits system giving the council new rights to limit people's freedom of movement. That strikes me as profoundly undemocratic.

I am also concerned about the way the scheme would be enforced. I could not support a scheme that would involve a network of cameras and the issuing of fines.

It occurs to me that the cost of the trial (£6 million?) could be spend more constructively in improving alternative transport means such as cycling routes and supporting local infrastructure.

In sum, while I'm a keen walker and supportive of cycling, I do not feel that the way to improve a neighbourhood is by making it more difficult for people to go about their lives and move about their own city freely.

Statement: PS10.03

Cabinet – 4th April 2023

Re: Agenda item 10 – East Bristol Liveable Neighbourhood Pilot Outline Business Case

Statement submitted by: Chris Johnson

I am deeply concerned about this scheme and it's implications for Bristol residents trying to go about their everyday business, and conduct normal life activities. This will be seriously life changing, for those within and beyond the boundary of the scheme, because it will dramatically curtail freedom of movement for many. This is entirely undemocratic. This will, of course, cause the most problems for the poorest & most vulnerable not to mention people with disabilities. Not everyone can walk or cycle any distance, and not all journeys are suitable for walking cycling (collecting large items etc). What about people who need a lift from a friend or relative for a hospital appointment?

I don't believe the consultation process was fit for purpose, because no one I know had heard of it. I live three streets away, and was not consulted. I believe this will have impacts on residents all over Bristol as well as those living in the LN, so consultation should have been city-wide (particularly as there are plans for more Bristol LNs).

I think the consultation needs to be re-done in a fit and proper manner. I believe there will be a backlash once people realise the reality of the severity of the restrictions, as we have seen in other places - Oxford, Bath Etc Etc. The "sales brochure" for LNs sounds lovely and idyllic, but the reality for residents will be restrictions on freedom to travel, go about their business & fines for disobedience. There is a big question over the disconnect between consultation responses (generally positive) and comments on The Bristol Post article (very negative) why is this?

I'm sure the £6m could be spent on much more worthwhile causes, which actually benefit Bristols residents.

While I actively support walking & cycling, these modes of transport cannot be forced on residents.

I will attend the meeting 04/04/23 to support this statement. C Johnson

Statement: CS10.01

Cabinet – 4th April 2023

**Re: Agenda item 10 – East Bristol Liveable Neighbourhood Pilot Outline
Business Case**

Statement submitted by: Councillor Ed Plowden

I am very concerned about the pace of delivery for a number of issues that will make a significant difference to the health and well-being of large numbers of people in our communities across the city.

On School Streets, low traffic neighbourhoods and cycle hangars to name just a few, we are seeing delivery at a snail's pace. Every week people write to me with their problems about ratrunning traffic, inability to park bicycles and the need for parking controls in their neighbourhoods, but I am I able to offer them very little comfort that anything will be coming their way soon.

I do hope the administration can start to ramp up the speed of delivery, stop micromanaging transport officers' expertise, and in particular give us some clarity as to the way the low traffic neighbourhood for BS3 will be developed.

One of the things that demonstrates the slow pace of delivery is that only now, a full year after the budget amendment that proposed extra investment into parks, are we seeing the proposals come through to cabinet. And I've been told by the Cabinet member for parks that the amount delegated to Victoria Park has been left deliberately vague, even after a year's worth of planning. It makes me wonder how quickly we will see anything actually happen on the ground.

Question: CQ11.01 & CQ11.02

Cabinet – 4 APRIL 2023

Re: Agenda item 11 - Underfall Yard Sluices

Question submitted by: Councillor Patrick McCallister

Question 1: Approximately how long will the repair works to the Underfall Yard sluices take?

Question 2: What implications might these works pose for other activities in the immediate area, such as the repair and reopening of the Chocolate Path or continued operation of Underfall Yard?

Statement: PS12.01

Cabinet – 4th April 2023

Re: Agenda item 12 – Bristol Housing Allocations Review

Statement submitted by: Sabah Egeh

I have lived in my flat with my son since 2006.

Six months ago water started entering the bathroom and toilet walls from the ceiling right down to the floor. I called the repairs team. They visited and said they would come back.

I constantly rang them and sent the web forms to follow up to find out what was happening. They arranged several appointments but did not come. They finally came out again at the beginning of March and said they would come back again.

The walls used to be white but are now brown and black with damp. The floor is wet, and it smells badly of damp.

In January I started coughing blood. I went to the doctor; they did a chest x-ray and they said I have a lung infection. I was given antibiotics which has helped me, but I still have difficulty breathing. I showed the doctor the photos of my flat and they said that the damp conditions are causing these issues.

I don't know what to do. The flat is getting worse and worse. When it rains water is running down the walls. The repairs team don't seem to care or be able to do anything. It is affecting my health and I am scared.

Statement: CS12.01

Cabinet – 4th April 2023

Re: Agenda item 12 – Bristol Housing Allocations Review

Statement submitted by: Councillor Tony Dyer

The report in front of you today in many ways encapsulates the problem faced by many local authorities – that of increasingly needing to deliver ever more whilst being provided with ever less.

I will not spend too much time on this aspect, as many of us in this room, and beyond, have repeatedly highlighted the core problem – the continual cuts to local government resources alongside the systematic undermining of the support networks that so many of our residents rely on.

Bristol City Council is in the position of being one of the few remaining local authorities that continues to maintain and provide council owned housing – a housing type that is greatly in demand as evidenced by this report. Council housing provides secure tenancies and genuinely affordable rents alongside a long term commitment to maintain decent living standards whilst working towards environmental sustainability.

It is somewhat ironic then that central governments that so often trumpet the ability of the market to supply what's needed to meet demand have repeatedly restricted the supply of council housing needed to help meet a clearly identified demand.

This report today is the result of a lot of work by officers, and considerable consultation with those most affected. It takes a pragmatic approach which seeks to ensure that the maximum effort is focused on those most in need. Providing additional council and social housing will obviously help alleviate the problem but in turn is offset by losses to Right To Buy. Therefore, as this report proposes, we need to be more focused on our approach and make the best use of the limited resources, both financial and personnel, that we currently have.

I therefore welcome the report and wish to express my appreciation for the work done by those involved in its development, including those council tenants who have contributed to shaping it.

Question: CQ15.01

Cabinet – 4 APRIL 2023

Re: Agenda item 15 - Parking Services Back Office Procurement Project

Question submitted by: Councillor David Wilcox

Question 1: How many PCNs associated with CAZ were issued in the months of December 22, January 23 and February 23?

Question: CQ19.01

Cabinet – 4 APRIL 2023

Re: Agenda item 19 - Quarterly Performance Progress Report – Q3 2022/23

Question submitted by: Councillor David Wilcox

Question 1: Thematic Performance Clinic Report Transport & Connectivity Qtr 3 (01 Oct '22 – 31 Dec '22) BPOM476 Increase the number of people travelling actively to work by walking and cycling. This Quality of Life indicator is missing its target significantly, causing more journeys to be made by private motor vehicles, leading to more pollution and congestion on the cities roads. This administration is actively making commuting by bicycle and walking worse by closing and diverting active travel routes for years at a time, like Gaol Ferry Bridge and the Concorde Way. Will the administration commit to providing diversions that are LTN1/20 compliant for these routes and any other future closures?