

Summons to attend meeting of Full Council



Date: Tuesday, 10 December 2024

Time: 2.00 pm

Venue: The Council Chamber - City Hall, College Green,
Bristol, BS1 5TR

To: All Members of Council

Issued by: Oliver Harrison, Democratic Services

City Hall, PO Box 3399, Bristol, BS1 9NE

Tel: 0117 3526162

E-mail: democratic.services@bristol.gov.uk

Date: Friday, 29 November 2024



Agenda

6. Public Petitions, Statements and Questions

(Pages 4 - 79)

Members of the press and public who plan to attend a public meeting at City Hall are advised that you will be required to sign in when you arrive, and you will be issued with a visitor pass which you will need to display at all times.

Public forum items can be about any matter the Council is responsible for or which directly affects the city. Submissions will be treated in order of receipt and as many people shall be called upon as is possible within the time allowed within the meeting (normally 30 minutes).

Further rules can be found within our [Council Procedure Rules](#) within the [Constitution](#).

Please note that the following deadlines apply to this meeting:

- a. Public petitions and statements: Petitions and written statements must be received by **12 noon on Friday 6 December 2024** at latest. One written statement per member of the public is permitted.
- b. Public questions: Written public questions must be received by **5pm on Wednesday 4 December 2024** at latest. A maximum of 3 questions per member of the public is permitted. Questions should be addressed to the Leader or relevant Policy Committee Chair.

Public Questions and Statements should be submitted via our webform:
www.bristol.gov.uk/publicforum

Petitions should be e-mailed to democratic.services@bristol.gov.uk

Signed



Proper Officer
Friday, 29 November 2024





Full Council – 10 December 2024

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 affects the city.
- Members of the public who live or own a business in Bristol may submit up to 3 written questions, and may ask a maximum of 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 Leader or Chair of a Policy or Regulatory Committee. Written replies will be published within 10 working days following the meeting.



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

Ref No	Name	Title	To
PQ01	Carolyn and Derrick Tanzell	Van Dwellers on the Downs	Cllr. Parsons
PQ02	Giovanna McGurrell	Van Dwellers on the Downs	Cllr. Parsons
PQ03	Susan Windsor	Van Dwellers on the Downs	Cllr. Plowden
PQ04	Keren Buckler	Van Dwellers on the Downs	Cllr. Parsons
PQ05	Matthew Rayner	Van Dwellers on the Downs	Cllr. Parsons
PQ06	Sheila Caffrey	Avon Pension Fund	Cllr. Dyer
PQ07	Lama Qidan	Avon Pension Fund	Cllr. Dyer
PQ08	Hala El-Masri	Avon Pension Fund and council investments	Cllr. Dyer
PQ09	Tamsin Savvides	Council investments	Cllr. Dyer
PQ10	Dana Lungu	Council investments	Cllr. Dyer
PQ11	Rosemary Chamberlin	Van Dwellers on the Downs	Cllr. Parsons
PQ12	Simon Armstrong	East Bristol Liveable Neighbourhood	Cllr. Plowden
PQ13	Melissa Topping	East Bristol Liveable Neighbourhood	Cllr. Plowden
PQ14	Matilde Canaletti	East Bristol Liveable Neighbourhood	Cllr. Plowden
PQ15	Debbie Strawford	East Bristol Liveable Neighbourhood	Cllr. Plowden
PQ16	Bex Martin	East Bristol Liveable Neighbourhood	Cllr. Plowden
PQ17	Jamie Bolley	Obstacles for Police Officers	Cllr. Plowden
PQ18	Jamie Bolley	Publish spending	Cllr. Dyer
PQ19	Tanya Bedford	East Bristol Liveable Neighbourhood	Cllr. Plowden
PQ20	Eileen Kay	Avon Pension Fund	Cllr. Dyer
PQ21	Youssef Ezzat	Avon Pension Fund	Cllr. Dyer
PQ22	Joe Thomas	Council appointments	Cllr. Dyer

PQ23	Joe Thomas	Council tax	Cllr. Dyer
PQ24	Fiorella Picchioni	Avon Pension Fund	Cllr. Dyer
PQ25	Phillip Moores	Council investments	Cllr. Dyer
PQ26	Britt Timmerman	Council investments	Cllr. Dyer
PQ27	Anne Bragg	Van Dwellers on the Downs	Cllr. Parsons
PQ28	Geoffrey Allan	Avon Pension Fund	Cllr. Dyer
PQ29	Stephanie Richmond	East Bristol Liveable Neighbourhood	Cllr. Plowden
PQ30	Elaine Cocks	East Bristol Liveable Neighbourhood	Cllr. Plowden
PQ31	Michelle Alford	East Bristol Liveable Neighbourhood	Cllr. Plowden
PQ32	Shakila Griffith	Reform Bristol City Council	Cllr. Dyer
PQ33	Shakila Griffith	Liveable Neighbourhood Scheme	Cllr. Plowden
PQ34	Shakila Griffith	Community Centres	Cllr. Williams
PQ35	Lisa Turner	East Bristol Liveable Neighbourhood	Cllr. Plowden
PQ36	Emily Pepworth	East Bristol Liveable Neighbourhood	Cllr. Plowden
PQ37	Matilde Canaletti	East Bristol Liveable Neighbourhood	Cllr. Plowden
PQ38	Michael Hulin	East Bristol Liveable Neighbourhood	Cllr. Plowden
PQ39	Helen Hughes	East Bristol Liveable Neighbourhood	Cllr. Plowden
PQ40	Siobhan Martin	East Bristol Liveable Neighbourhood	Cllr. Plowden
PQ41	Hilary Rydon & Jan Wren	Brislington Meadows	Cllr. Parsons
PQ42	Sid Arthurs-Brown	East Bristol Liveable Neighbourhood	Cllr. Plowden
PQ43	Elena Nethercott	Avon Pension Fund	Cllr. Dyer

PQ44	Timothy Brazier	Council investments	Cllr. Dyer
PQ45	WITHDRAWN		
PQ46	Jen Smith	Response times and Surveillance	Cllr. Dyer
PQ47	Jenny Blythe	East Bristol Liveable Neighbourhood	Cllr. Plowden
PQ48	Mac Dworakowski	East Bristol Liveable Neighbourhood	Cllr. Plowden
PQ49	Sam Robbins	Traffic through Avonview Cemetery	Cllr. Williams
PQ50	Sam Robbins	Air quality and traffic measures	Cllr. Plowden
PQ51	Jenny Blue	East Bristol Liveable Neighbourhood	Cllr. Plowden
PQ52	Debbie Davey	East Bristol Liveable Neighbourhood	Cllr. Plowden
PQ53	Dr. Suzanne Audrey	Public Forum	Cllr. Dyer
PQ54	Nathaniel Cuthbert William Nabarro	East Bristol Liveable Neighbourhood	Cllr. Plowden
PQ55	Alexis Dillon	East Bristol Liveable Neighbourhood	Cllr. Plowden
PQ56	Stuart Phelps	East Bristol Liveable Neighbourhood	Cllr. Plowden
PQ57	Jane Waddell	East Bristol Liveable Neighbourhood	Cllr. Plowden
PQ58	Alexander Smith	East Bristol Liveable Neighbourhood	Cllr. Plowden
PQ59	Ajay Kumar	Council investments	Cllr. Dyer
PQ60	Harvey Brodie	Council investments	Cllr. Dyer
PQ61	David Redgewell	WECA Transport and Bus Services	Cllr. Plowden
PQ62	David Redgewell	Reviving closed buildings	Cllr. Brown



QUESTION PQ 01

Question submitted by: Carolyn and Derrick Tanzell

To Cllr. Barry Parsons, Homes and Housing Delivery Committee Chair

Subject: Van Dwellers on the Downs

When are the Council going to take action?

REPLY

As the number of lived in vehicles in Bristol has grown significantly in recent years the council recognises the challenges this brings. Over the next year the Chair of Homes and Housing Delivery committee and the Chair of Public Health and Communities committee will work with councillors and officers to refresh how vehicle dwelling encampments are managed.



QUESTION PQ 02

Question submitted by: Giovanna McGurrell

To Cllr. Barry Parsons, Homes and Housing Delivery Committee Chair

Subject: Van Dwellers on the Downs

An eviction notice was issued to the van Dwellers on the Downs a few months ago, a few left but were replaced by even more vans. The Bristol Downs are getting a reputation for accommodating caravans and more are appearing, it is getting out of control and is very unfair for local residents and visitors to the Downs. They were first on the slip road at the top of Parrys Lane but now there are many on Savile Road, along Westbury Park and even three or four vans on Clay Pit Road. The van Dwellers throw toilet waste on the grounds and there is drug taking, it is a health risk and a totally inappropriate area for them to live. Really not fair on the law abiding local community who pay their taxes. We need to see Bristol City Council taking control of the situation and moving these vehicles on to the appropriate caravan sites that have toilet facilities etc, they do exist in Bristol.

When are the Van Dwellers to be removed from the Downs?

REPLY

- All vehicle dwelling encampments on the highway are managed in line with Bristol City Council's Policy for Vehicle Dwelling Encampments on the Highway. For the council to act we do need to receive evidence of the identified problems. When we do receive this evidence, we can then take the appropriate action.
- If you see crimes being committed these should be reported to the police who will record the crime and take the appropriate action.
- As the number of lived in vehicles in Bristol has grown significantly in recent years the council recognises the challenges this brings. Over the next year the Chair of Homes and Housing Delivery committee and the Chair of Public Health and Communities committee will work with councillors and officers to refresh how vehicle dwelling encampments are managed.



QUESTION PQ 03

Question submitted by: Susan Windsor

To Cllr. Barry Parsons, Homes and Housing Delivery Committee Chair

Subject: Van Dwellers on the Downs

Given the council are allowing van dwellers to live in the area surrounding The Downs, are there specific roads where you are allowing overnight camping? Where is the boundary of this campsite?

Are van dwellers contributing to Council costs in anyway? For example, there are often piles of rubbish and other litter left by the van dwellers on The Downs or the roads that surround it. Do the Council remove this at a cost to the van dwellers?

Why won't the Council impose an overnight parking ban? I understand van dwellers have been offered an alternative location in the city where a camping fee would be charged. This seems reasonable. For at least some of the van dwellers, van life is a choice. They work so would have the funds to contribute. Many vans/caravans are parked where parking is restricted to 5 hours. Why is this not imposed?

REPLY

- There are no overnight camping restrictions in place within the city of Bristol.
- Any removal of waste or fly tipping is done at a cost to the local authority. The council manages five Meanwhile sites where services like waste collection are provided as part of the rent.
- As the number of lived in vehicles has grown significantly the council recognises the challenges this brings. Over the next year the Chair of Homes and Housing Delivery committee and the Chair of Public Health and Communities committee will work with councillors and officers to refresh how vehicle dwelling encampments are managed.
- [Committee Report - V6 1.pdf](#) tabled at the Transport & Connectivity Policy Committee - Thursday, 5th December, 2024 states there are concerns that parking on the Downs is abused (particularly the 5 hour limited waiting bays) resulting in limited turnover of spaces. It should be noted that static caravans/unhitched trailers cannot be issued a Penalty Charge Notice (PCN) as they are not registered vehicles.
- Enforcement of the restrictions is challenging given the resources required to cover the whole area and the nature of the restrictions which gives a very limited window of opportunity in which to operate.
- Civil Enforcement Officers do enforce against parking contraventions on the Downs but it is a time consuming process and our officers are covering the whole city. Officers also cannot issue Penalty Charges to vehicles which are not registered with the DVLA ie caravans, which do not have a vehicle registration number.
- The limited waiting restrictions apply Monday to Friday only, providing no turnover of spaces on busy weekends. In addition, the 5-hour limit was agreed due to the proximity to the Zoo and to reflect their



desire for restrictions to accommodate Zoo visitors.

- With the closure of the Zoo, it would be appropriate to review the existing restrictions. As a minimum, reducing the permitted length of stay to 3 or 4 hours and introducing a no-return same day policy would enable officers to enforce the restrictions more effectively. However, the introduction of modest parking charges would deter regular use by commuters, would encourage modal shift to sustainable transport and would encourage turnover of spaces for leisure users.



QUESTION PQ 04

Question submitted by: Keren Buckler

To Cllr. Barry Parsons, Homes and Housing Delivery Committee Chair

Subject: Van Dwellers on the Downs

Why is it that you allow these people to live in a beautiful part of Bristol? It's used as a toilet and dumping area.

Go the other side of the downs not allowed to park for 5 or more hours?

REPLY

The parking restrictions are largely consistent across the Downs, but a balance had to be found between restricting all day parking and providing for visitors and residents. Most of the Downs are covered by one form of parking restriction, either a 5-hour limit Monday to Friday between 9am and 5pm with no return in 2 hours, or double yellow lines where there is no parking allowed all day to ensure safety and the ease of movement, a disabled bay or a coach parking bay. There are a few short sections, such as on Rockleaze and Downleaze, which have no parking restrictions on one side of the road at the request of residents so they and their visitors could park close to their homes throughout the day.



QUESTION PQ 05

Question submitted by: Matthew Rayner

To Cllr. Barry Parsons, Homes and Housing Delivery Committee Chair

Subject: Van Dwellers on the Downs

When is the Bristol City Council looking to do anything about the growing number of caravans on the downs? Can you please outline the laws relating to keeping caravans on the downs

REPLY

- As the number of lived in vehicles in Bristol has grown significantly in recent years the council recognises the challenges this brings. During the next year the Chair of Homes and Housing Delivery committee and the Chair of Public Health and Communities committee will work with councillors and officers to refresh how vehicle dwelling encampments are managed.
- With regards to parking a caravan on the public highway, if it is not causing an obstruction, parked dangerously or not is contravening existing parking restrictions then a caravan can be parked on the highway. However, the law is not clear on how long a caravan could be parked on the road. If parked on the road, the caravan must be lit at night and parked facing the direction of travel so that it's rear lights are facing oncoming traffic. If detached from a towing vehicle then one wheel must be prevented from turning with a brake, clamp or similar.
- Civil Enforcement Officers do enforce against parking contraventions on the Downs but it is a time consuming process and our officers are covering the whole city. Officers also cannot issue Penalty Charges to vehicles which are not registered with the DVLA i.e. caravans, which do not have a vehicle registration number.



QUESTION PQ 06

Question submitted by: Sheila Caffrey

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: Avon Pension Fund

Would you commit to running a survey of all council employees to consider which forms of investment they consider ethical; in the Avon Pension Fund before divesting from those those deemed to be unethical, such as those linked to arms funding in Israel and Lebanon?

REPLY

The Council's Ethical and Equitable Investment Policy sets out the Council's Investment principles and decisions are made in accordance with the Policy.

The Council's pension fund is held with the Avon Pension Fund administered by Bath and North East Somerset Council. The scheme's funds are invested entirely separately from those of the Council, it has its own policy for Responsible Investment and are subject to separate regulatory regimes to local authority investments. They are therefore not directly governed by this policy. However, the policy can be used to inform the views of the Council's pension representative who feeds into matters such as the pension funds' Responsible Investment policy.

Anyone who has watched the terrible scenes of death and destruction in Palestine surely cannot failed to be moved to try and take whatever action is necessary to prevent further innocent lives being lost.

I applaud those, who, time and time again, have come out to voice their support for the Palestinian people and to protest the suffering being endured and to ensure that the thousands who have lost their lives are not allowed to be forgotten.

Sadly, Palestine is not the only place where we see lives being lost, the impact of the war in Ukraine is also regularly shown on our TV screens whilst lives are also being lost in South Sudan, the Lebanon and far too many other places across the world.

Local authorities like Bristol can try to influence change at a local level, either by calling on changes in investment policies, or by calling up on national governments to more strongly advocate for peace.

In the end however, although we and other local authorities, and our residents, can continue to raise public awareness of what is happening to the people of Palestine, it is national governments, especially those with strong links to the Israeli government including the ongoing provision of arms and other supplies who must take action immediately.



QUESTION PQ 07

Question submitted by: Lama Qidan

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: Avon Pension Fund

As a Palestinian living in Bristol, I'm very concerned about the Avon Pension Fund being used to invest in companies linked to the arms trade and those profiting from illegal settlements in the West Bank. What specific actions is the council undertaking to ensure that taxpayer-related funds are not supporting companies profiting from human rights abuses in Palestine and Lebanon?

REPLY

The Council's Ethical and Equitable Investment Policy sets out the Council's Investment principles and decisions are made in accordance with the Policy.

The Council's pension fund is held with the Avon Pension Fund administered by Bath and North East Somerset Council. The scheme's funds are invested entirely separately from those of the Council, it has its own policy for Responsible Investment and are subject to separate regulatory regimes to local authority investments. They are therefore not directly governed by this policy. However, the policy can be used to inform the views of the Council's pension representative who feeds into matters such as the pension funds' Responsible Investment policy.

Anyone who has watched the terrible scenes of death and destruction in Palestine surely cannot failed to be moved to try and take whatever action is necessary to prevent further innocent lives being lost.

I applaud those, who, time and time again, have come out to voice their support for the Palestinian people and to protest the suffering being endured and to ensure that the thousands who have lost their lives are not allowed to be forgotten.

Sadly, Palestine is not the only place where we see lives being lost, the impact of the war in Ukraine is also regularly shown on our TV screens whilst lives are also being lost in South Sudan, the Lebanon and far too many other places across the world.

Local authorities like Bristol can try to influence change at a local level, either by calling on changes in investment policies, or by calling up on national governments to more strongly advocate for peace.

In the end however, although we and other local authorities, and our residents, can continue to raise public awareness of what is happening to the people of Palestine, it is national governments, especially those with strong links to the Israeli government including the ongoing provision of arms and other supplies who must take action immediately.



QUESTION PQ 08

Question submitted by: Hala El-Masri

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: Avon Pension Fund and council investments

Given Bristol's commitment to ethical standards, what specific actions is the council undertaking to ensure that taxpayer-related funds are not supporting companies profiting from human rights abuses in Palestine and Lebanon?

The International Court of Justice recently acknowledged that Israel's actions in Gaza could amount to genocide. What steps are being taken by the council to ensure it is not complicit with breach of UK international law through its contributions to investments made by Avon Pension Fund?

Can the council include divestment as a priority agenda item at the upcoming Full Council meeting, or an appropriate committee meeting, to address the public's concerns about the ethical use of pension funds in companies complicit in war crimes in Gaza?

REPLY

The Council's Ethical and Equitable Investment Policy sets out the Council's Investment principles and decisions are made in accordance with the Policy.

The Council's pension fund is held with the Avon Pension Fund administered by Bath and North East Somerset Council. The scheme's funds are invested entirely separately from those of the Council, it has its own policy for Responsible Investment and are subject to separate regulatory regimes to local authority investments. They are therefore not directly governed by this policy. However, the policy can be used to inform the views of the Council's pension representative who feeds into matters such as the pension funds' Responsible Investment policy.

Anyone who has watched the terrible scenes of death and destruction in Palestine surely cannot failed to be moved to try and take whatever action is necessary to prevent further innocent lives being lost.

I applaud those, who, time and time again, have come out to voice their support for the Palestinian people and to protest the suffering being endured and to ensure that the thousands who have lost their lives are not allowed to be forgotten.

Sadly, Palestine is not the only place where we see lives being lost, the impact of the war in Ukraine is also regularly shown on our TV screens whilst lives are also being lost in South Sudan, the Lebanon and far too many other places across the world.

Local authorities like Bristol can try to influence change at a local level, either by calling on changes in investment policies, or by calling up on national governments to more strongly advocate for peace.

In the end however, although we and other local authorities, and our residents, can continue to raise public awareness of what is happening to the people of Palestine, it is national governments, especially those with strong links to the Israeli government including the ongoing provision of arms and other supplies who must take action immediately.



QUESTION PQ 09

Question submitted by: Tamsin Savvides

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: Council investments

Why does Bristol City Council invest in companies that profit from the suffering of Palestinian and Lebanese people? Will the council divest from companies that profit from the ongoing genocidal perpetrated by Israel in Gaza?

REPLY

The Council's Ethical and Equitable Investment Policy sets out the Council's Investment principles and decisions are made in accordance with the Policy.

The Council's pension fund is held with the Avon Pension Fund administered by Bath and North East Somerset Council. The scheme's funds are invested entirely separately from those of the Council, it has its own policy for Responsible Investment and are subject to separate regulatory regimes to local authority investments. They are therefore not directly governed by this policy. However, the policy can be used to inform the views of the Council's pension representative who feeds into matters such as the pension funds' Responsible Investment policy.

Anyone who has watched the terrible scenes of death and destruction in Palestine surely cannot failed to be moved to try and take whatever action is necessary to prevent further innocent lives being lost.

I applaud those, who, time and time again, have come out to voice their support for the Palestinian people and to protest the suffering being endured and to ensure that the thousands who have lost their lives are not allowed to be forgotten.

Sadly, Palestine is not the only place where we see lives being lost, the impact of the war in Ukraine is also regularly shown on our TV screens whilst lives are also being lost in South Sudan, the Lebanon and far too many other places across the world.

Local authorities like Bristol can try to influence change at a local level, either by calling on changes in investment policies, or by calling up on national governments to more strongly advocate for peace.

In the end however, although we and other local authorities, and our residents, can continue to raise public awareness of what is happening to the people of Palestine, it is national governments, especially those with strong links to the Israeli government including the ongoing provision of arms and other supplies who must take action immediately.



QUESTION PQ 10

Question submitted by: Dana Lungu

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: Council investments

Why are taxpayers money invested in companie that manufacture weapons used in an ongoing genocide?

REPLY

The Council's Ethical and Equitable Investment Policy sets out the Council's Investment principles and decisions are made in accordance with the Policy.

The Council's pension fund is held with the Avon Pension Fund administered by Bath and North East Somerset Council. The scheme's funds are invested entirely separately from those of the Council, it has its own policy for Responsible Investment and are subject to separate regulatory regimes to local authority investments. They are therefore not directly governed by this policy. However, the policy can be used to inform the views of the Council's pension representative who feeds into matters such as the pension funds' Responsible Investment policy.

Anyone who has watched the terrible scenes of death and destruction in Palestine surely cannot failed to be moved to try and take whatever action is necessary to prevent further innocent lives being lost.

I applaud those, who, time and time again, have come out to voice their support for the Palestinian people and to protest the suffering being endured and to ensure that the thousands who have lost their lives are not allowed to be forgotten.

Sadly, Palestine is not the only place where we see lives being lost, the impact of the war in Ukraine is also regularly shown on our TV screens whilst lives are also being lost in South Sudan, the Lebanon and far too many other places across the world.

Local authorities like Bristol can try to influence change at a local level, either by calling on changes in investment policies, or by calling up on national governments to more strongly advocate for peace.

In the end however, although we and other local authorities, and our residents, can continue to raise public awareness of what is happening to the people of Palestine, it is national governments, especially those with strong links to the Israeli government including the ongoing provision of arms and other supplies who must take action immediately.



QUESTION PQ 11

Question submitted by: Rosemary Chamberlin

To Cllr. Barry Parsons, Homes and Housing Delivery Committee Chair

Subject: Van Dwellers on the Downs

Why are vans allowed to park for months in roads where parking is allowed for only 5 hours during the week?
Why are they not issued with parking fines?

REPLY

Civil Enforcement Officers do enforce against parking contraventions on the Downs but it is a time-consuming process and our officers are covering the whole city. Officers also cannot issue Penalty Charges to vehicles which are not registered with the DVLA i.e. caravans, which do not have a vehicle registration number.



QUESTION PQ 12

Question submitted by: Simon Armstrong

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: East Bristol Liveable Neighbourhood

Why are you implementing the EBLNS in the face of opposition from the majority of residents and businesses?

REPLY

The proposal to implement Liveable Neighbourhoods in Bristol came out of the Citizens' Assembly; a representative group of Bristol residents.

The project has engaged with the community since January 2022 to develop proposals for Bristol's first Liveable Neighbourhood scheme. This process involved multiple stages of engagement to shape the scheme before formal consultation on the proposed trial scheme.

The decision to proceed with the trial scheme was based on a thorough evaluation of its potential benefits and impacts; including the aims to improve air quality, road safety and health outcomes.

Implementation of the trial scheme is due to be completed in January 2025. The Council will then monitor the scheme for six months before re-engaging with the community regarding a proposed permanent scheme.



QUESTION PQ 13

Question submitted by: Melissa Topping

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: East Bristol Liveable Neighbourhood

Why is this "Trial" going ahead despite a request to Halt with huge opposition and such a huge majority of the community putting forward severe issues that are being faced. Affecting so many lives in a detrimental, negative way?

Why is the East Bristol liveable neighbourhood going ahead regardless despite huge health and safety issues being reported daily?

Why have you split a huge community in quarters with zero roads to the south and limited ones to the north causing major issues for those who can't just 'jump on a bike or bus' to the GP, and more, within the neighbourhood, as many here can't?

REPLY

The project has engaged with the community since January 2022 to develop proposals for Bristol's first Liveable Neighbourhood scheme. This process involved multiple stages of engagement to shape the scheme before formal consultation on the proposed trial scheme.

The decision to proceed with the trial scheme was based on a thorough evaluation of its potential benefits and impacts; including the aims to improve air quality, road safety and health outcomes.

Implementation of the trial scheme is due to be completed in January 2025. The Council will then monitor the scheme for six months before re-engaging with the community regarding a proposed permanent scheme.



QUESTION PQ 14

Question submitted by: Matilde Canaletti

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: East Bristol Liveable Neighbourhood

Blackswarth rd is experiencing standstill traffic in front of St Patrick's primary school where children play outside and are exposed to more air pollution and cancer risk. Please advise if some urgent measure to ease this is being discussed?

Are you monitoring air pollution in front of schools and when can we expect some measure adjustments to fix this? How long do they kids have to be exposed to this before you intervene?

When are you planning to intervene to make traffic flow here? Any traffic light adjustment would be good in the meantime

REPLY

While we're installing the trial scheme, and as the measures change road layouts, we expect some immediate and temporary increased congestion and displacement of traffic to other areas.

This should settle down once all the measures have been installed and are working together and as new routes become established and more people choose public transport and walking and cycling in the longer-term.

We have been proactively monitoring traffic and air quality levels, including a sensor outside St Patrick's Primary, in and around the area and making adjustments to the phasing of the signals when necessary, and will continue to do so. We ask that everyone bears with us while we work towards reducing air pollution and creating safer and quieter local streets. Similar schemes across the country have seen a reduction of traffic across the whole area (including main roads) over a longer period of time.

The Blackswarth Road traffic lights currently give more green time to Church Road movements as we aim to prioritise buses.

For a permanent scheme, we are looking to redesign the whole junction to reinstate the currently banned turns and upgrade the pedestrian crossings. We are looking at ways to stop right-turners from blocking onwands traffic but there is limited space.

We will be able to share plans for the junction next year.

Air Quality Specifics:

Monitoring of air pollution levels on the main arterial routes in this area has taken place for many years as part of the Local Air Quality Management regime requirements. The BCC air quality dashboard includes a map which shows all current monitoring locations in the area and it is possible to access the monitoring data from



the dashboard. As part of the monitoring and evaluation plan for the EBLN Pilot, an additional 11 monitoring locations were added to the local monitoring network at the start of 2022. The new locations were introduced to measure pollution in areas where it was anticipated that changes to traffic flows might occur as a result of the EBLN Pilot. A new monitoring location was added in front St Patrick's School on Blackswarth Road in 2022 as part of the EBLN monitoring plan. Monitoring has also been carried out in front of Summerhill Infant School on the A420 since 2018.

In response to recent requests by local Cllrs, 6 additional monitoring locations were added to the local pollution monitoring network in Autumn 2024. It is planned for monitoring to continue across the EBLN and surrounding area for as long as required to ensure that the impacts of the pilot are fully understood in both the short and long term.

All monitoring is carried out with nitrogen dioxide diffusion tubes as they provide good quality data that it is possible to use to assess compliance with air pollution objectives and to track pollution trends over time.



QUESTION PQ 15

Question submitted by: Debbie Strawford

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: East Bristol Liveable Neighbourhood

With the new EBLN zone and no introduction of more regular buses. How do you suggest a mother living in Hanham drops her children to breakfast club when it opens at 7.30 and gets to work at the BRI by 8.30. This was possible before the zone was introduced.

REPLY

We don't have enough information to answer this query but in relation to traffic, this should settle down once all the measures have been installed and are working together and as new routes become established and more people choose public transport and walking and cycling in the longer-term.

Residents can book 1-to-1 travel planning sessions at www.bristol.gov.uk/eastbristolliveableneighbourhood.

All roads are still accessible but journeys may change.



QUESTION PQ 16

Question submitted by: Bex Martin

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: East Bristol Liveable Neighbourhood

Why has the EBLN scheme gone ahead without support from the majority of local residents? This is against central government guidance. Bristol City Council has clearly ignored this guidance.

Why is the Council stating that they have engaged with businesses within the EBLN boundary and that they have not reported any concerns? This is not true.

When will the EBLN trial period end and how will 'success' be measured? No information has been published.

REPLY

The project has engaged with the community since January 2022 to develop proposals for Bristol's first Liveable Neighbourhood scheme. This process involved multiple stages of engagement to shape the scheme before formal consultation on the proposed trial scheme.

The decision to proceed with the trial scheme was based on a thorough evaluation of its potential benefits and impacts.

Implementation of the trial scheme is due to be completed in January 2025. The Council will then monitor the scheme for six months before re-engaging with the community regarding a proposed permanent scheme.

...and such information will soon be published: [East Bristol Liveable Neighbourhood – Trial scheme information](#) | [Ask Bristol Consultation and Engagement Hub](#)



QUESTION PQ 17

Question submitted by: Jamie Bolley

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: Obstacles for Police Officers

How do you expect police officers to do their jobs when you are proactively putting obstacles that they are unable to pass in roads meanwhile with the rise in electric bikes (both legal & illegal) Their bike/electric bike would fly through these blockages. Are we going to start putting police on electric bikes if their own, and if so will this will come at a cost to the taxpayer that have already forked out £6 million...yes million for effectively a handful of plant pots & a couple bollards.

REPLY

We have engaged with emergency services throughout the design of the scheme and ensured that large/emergency vehicles can navigate the area efficiently.

One of the largest delays to emergency services is traffic and so emergency services will benefit from the bus gates and quieter streets.



QUESTION PQ 18

Question submitted by: Jamie Bolley

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: Publish spending

It would be of great interest to see a breakdown of this £6 million as I cannot begin to fathom that this could have cost any there close to 6m. You could have paid me 6m and I would have spent half a million on plant pots and paint, and a couple bollards, and pocketed the 5.5m. I want to see a breakdown of costs as again I cannot fathom how it has cost this much. For example let's say there is 100 plant pots and 100 bollards this would average out at effectively £30,000.00 per bollard/plant pot, and personally I can't get my head around this, therefore. Breakdown should be published so the public can be reassured that the council isn't a corrupt cesspit that it is appearing to be.

REPLY

If this is referring to East Bristol Liveable Neighbourhood- £6 million is the budgeted cost for the entire project, including all engagement, design work, active travel support, trial scheme works and permanent scheme works.



QUESTION PQ 19

Question submitted by: Tanya Bedford

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: East Bristol Liveable Neighbourhood

How is access to be gained in blocked off areas for emergency services vehicles without putting lives at risk?

What proportion of residents and businesses voted in favour of this trial compared to those against?

What scientific evidence is there to show the increased pollution of areas outside the east bristol liveable neighbourhood won't travel into the now alleged clean environment that this trial advertises.

REPLY

We have engaged with emergency services throughout the design of the scheme and ensured that large/emergency vehicles can navigate the area efficiently.

One of the largest delays to emergency services is traffic and so emergency services will benefit from the bus gates and quieter streets.

The project has engaged with the community since January 2022 to develop proposals for Bristol's first Liveable Neighbourhood scheme. This process involved multiple stages of engagement to shape the scheme before formal consultation on the proposed trial scheme.

The decision to proceed with the trial scheme was based on a thorough evaluation of its potential benefits and impacts; including the aims to improve air quality, road safety and health outcomes.



QUESTION PQ 20**Question submitted by: Eileen Kay****To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council****Subject: Avon Pension Fund**

In recent years, Bristol City Council has been proactive in pushing for sustainable investment strategies within the Avon Pension Fund, such as divesting from fossil fuels, demonstrating your leverage in influencing fund decisions. What steps is the council taking to actively encourage the Avon Pension Fund to divest from companies linked to violations of international law, such as those operating in illegal Israeli settlements in the Occupied Palestinian Territories? Additionally, could the council outline how it is leveraging its influence, as one of the Fund's largest contributors, to ensure ethical investment policies that align with international human rights standards.

REPLY

The Council's Ethical and Equitable Investment Policy sets out the Council's Investment principles and decisions are made in accordance with the Policy. The Council's pension fund is held with the Avon Pension Fund administered by Bath and North East Somerset Council. The scheme's funds are invested entirely separately from those of the Council, it has its own policy for Responsible Investment and are subject to separate regulatory regimes to local authority investments. They are therefore not directly governed by this policy. However, the policy can be used to inform the views of the Council's pension representative who feeds into matters such as the pension funds' Responsible Investment policy.

Anyone who has watched the terrible scenes of death and destruction in Palestine surely cannot failed to be moved to try and take whatever action is necessary to prevent further innocent lives being lost. I applaud those, who, time and time again, have come out to voice their support for the Palestinian people and to protest the suffering being endured and to ensure that the thousands who have lost their lives are not allowed to be forgotten.

Sadly, Palestine is not the only place where we see lives being lost, the impact of the war in Ukraine is also regularly shown on our TV screens whilst lives are also being lost in South Sudan, the Lebanon and far too many other places across the world. Local authorities like Bristol can try to influence change at a local level, either by calling on changes in investment policies, or by calling up on national governments to more strongly advocate for peace.

In the end however, although we and other local authorities, and our residents, can continue to raise public awareness of what is happening to the people of Palestine, it is national governments, especially those with strong links to the Israeli government including the ongoing provision of arms and other supplies who must take action immediately.



QUESTION PQ 21

Question submitted by: Youssef Ezzat

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: Avon Pension Fund

Given the strong public and community support for ethical investments, evidenced by petitions and campaigns, how does the council justify its continued involvement in a pension fund that profits from unethical industries like arms and fossil fuels?

Does Bristol City Council recognize that failing to act decisively on this issue risks tarnishing its reputation and placing the city on the wrong side of history, as complicit in human rights violations and genocide?

Bristol City Council declared a climate emergency in 2018. Does the council believe that the Avon Pension Fund's investment of over £10 million in the arms trade—linked to war crimes—aligns with its commitment to ethical and sustainable practices?

REPLY

The Council's Ethical and Equitable Investment Policy sets out the Council's Investment principles and decisions are made in accordance with the Policy.

The Council's pension fund is held with the Avon Pension Fund administered by Bath and North East Somerset Council. The scheme's funds are invested entirely separately from those of the Council, it has its own policy for Responsible Investment and are subject to separate regulatory regimes to local authority investments.

They are therefore not directly governed by this policy. However, the policy can be used to inform the views of the Council's pension representative who feeds into matters such as the pension funds' Responsible Investment policy.

Anyone who has watched the terrible scenes of death and destruction in Palestine surely cannot failed to be moved to try and take whatever action is necessary to prevent further innocent lives being lost.

I applaud those, who, time and time again, have come out to voice their support for the Palestinian people and to protest the suffering being endured and to ensure that the thousands who have lost their lives are not allowed to be forgotten.

Sadly, Palestine is not the only place where we see lives being lost, the impact of the war in Ukraine is also regularly shown on our TV screens whilst lives are also being lost in South Sudan, the Lebanon and far too many other places across the world.

Local authorities like Bristol can try to influence change at a local level, either by calling on changes in investment policies, or by calling up on national governments to more strongly advocate for peace.



In the end however, although we and other local authorities, and our residents, can continue to raise public awareness of what is happening to the people of Palestine, it is national governments, especially those with strong links to the Israeli government including the ongoing provision of arms and other supplies who must take action immediately.



QUESTION PQ 22

Question submitted by: Joe Thomas

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: Council appointments

My first question is addressed to whichever/whichever combination of the following senior Councillors is most appropriate: Councillor Tony Dyer (Leader) and/or Councillor Emma Edwards (Green Party Group Leader). What factors did you consider when deciding to nominate and support Councillor Abdul Malik to become Chair of the Council's Budget Committee over other members of the Green Party? This role gets an extra allowance of £12,500, bringing his annual salary from Bristol's council taxpayers to almost £40,000; meanwhile the Council's Deputy Leader, Councillor Heather Mack, receives an even larger taxpayer-funded additional allowance but chairs no committees (unlike the Council Leader).

REPLY

Councillor Malik and Councillor Mack were appointed to their respective positions by Full Council in May 24. Please note, the information you have quoted about the Members Allowances is incorrect. The full scheme was approved by Full Council in January 24 and can be found here: [Part 6 - Member Allowances Scheme - June 2024.pdf](#)



QUESTION PQ 23**Question submitted by: Joe Thomas****To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council****Subject: Council tax**

My second question is for Councillor Abdul Malik, Chair of the Budget Committee. Please can you explain why you support everyone's council tax bills being hiked by 15%, as is currently being proposed in a consultation by Bristol City Council? This would represent a rise of nearly £370 per household on the middle band (D). Please justify this given the fact that in the meantime: - The Council's new CEO is set for an almost £192,000 salary, around £6,000 more than the previous one (Sources: https://x.com/bristol_citizen/status/1856386293720084749 and <https://www.data.gov.uk/dataset/3c58f84a-78bd-4ed5-b345-3026521b2df3/bristol-city-council-senior-officers-salary-information/datafile/5c8a679b-1519-4c43-a1ac-4774d27229db/preview>); - The Council has admitted spending almost £1.4 million a year on its new committee system – five times more than the cost of an elected Mayor's Office (Source: https://www.whatdotheyknow.com/request/committee_system_fois_and_office#outgoing-1729021); - And the Council/its subsidiary Bristol Waste wants to halve the frequency of services to all residents by only collecting people's bins once a month (Source: <https://www.bbc.co.uk/news/articles/c39npn0lr77o.amp>).

REPLY

The council is under significant financial pressure over the coming years, with the Medium Term Financial Strategy having outlined a budget gap of £51.6 million in 2025/26. Council tax revenues are one of the potential options to manage that financial challenge, along with savings proposals; transformation, service reductions, alternative income generation and efficiencies. The budget consultation does not present a particular supported % increase to council tax, but outlines a range of options around council tax to assess the views of the community around the balance between increased council tax and the need for further savings to the budgets. The recent Local Government Financial Statement issued by Government has outlined that Council tax referendum limits will remain at 2.99% + 2% for Social Care Precept.



QUESTION PQ 24

Question submitted by: Fiorella Picchioni

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: Avon Pension Fund

Bristol City Council declared a climate emergency in 2018. Does the council believe that the Avon Pension Fund's investment of over £10 million in the arms trade—linked to war crimes—aligns with its commitment to ethical and sustainable practices?

REPLY

The Council's Ethical and Equitable Investment Policy sets out the Council's Investment principles and decisions are made in accordance with the Policy.

The Council's pension fund is held with the Avon Pension Fund administered by Bath and North East Somerset Council. The scheme's funds are invested entirely separately from those of the Council, it has its own policy for Responsible Investment and are subject to separate regulatory regimes to local authority investments. They are therefore not directly governed by this policy. However, the policy can be used to inform the views of the Council's pension representative who feeds into matters such as the pension funds' Responsible Investment policy.

Anyone who has watched the terrible scenes of death and destruction in Palestine surely cannot failed to be moved to try and take whatever action is necessary to prevent further innocent lives being lost.

I applaud those, who, time and time again, have come out to voice their support for the Palestinian people and to protest the suffering being endured and to ensure that the thousands who have lost their lives are not allowed to be forgotten.

Sadly, Palestine is not the only place where we see lives being lost, the impact of the war in Ukraine is also regularly shown on our TV screens whilst lives are also being lost in South Sudan, the Lebanon and far too many other places across the world.

Local authorities like Bristol can try to influence change at a local level, either by calling on changes in investment policies, or by calling up on national governments to more strongly advocate for peace.

In the end however, although we and other local authorities, and our residents, can continue to raise public awareness of what is happening to the people of Palestine, it is national governments, especially those with strong links to the Israeli government including the ongoing provision of arms and other supplies who must take action immediately.



QUESTION PQ 25

Question submitted by: Phillip Moores

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: Council investments

Do you believe that council funds invested in companies related to or supporting delivery of weapons to Israel is an area the council should be concerned with and actively manage or divest? If so, in what way, if not, why not?

REPLY

The Council's Ethical and Equitable Investment Policy sets out the Council's Investment principles and decisions are made in accordance with the Policy.

The Council's pension fund is held with the Avon Pension Fund administered by Bath and North East Somerset Council. The scheme's funds are invested entirely separately from those of the Council, it has its own policy for Responsible Investment and are subject to separate regulatory regimes to local authority investments. They are therefore not directly governed by this policy. However, the policy can be used to inform the views of the Council's pension representative who feeds into matters such as the pension funds' Responsible Investment policy.

Anyone who has watched the terrible scenes of death and destruction in Palestine surely cannot failed to be moved to try and take whatever action is necessary to prevent further innocent lives being lost.

I applaud those, who, time and time again, have come out to voice their support for the Palestinian people and to protest the suffering being endured and to ensure that the thousands who have lost their lives are not allowed to be forgotten.

Sadly, Palestine is not the only place where we see lives being lost, the impact of the war in Ukraine is also regularly shown on our TV screens whilst lives are also being lost in South Sudan, the Lebanon and far too many other places across the world.

Local authorities like Bristol can try to influence change at a local level, either by calling on changes in investment policies, or by calling up on national governments to more strongly advocate for peace.

In the end however, although we and other local authorities, and our residents, can continue to raise public awareness of what is happening to the people of Palestine, it is national governments, especially those with strong links to the Israeli government including the ongoing provision of arms and other supplies who must take action immediately.



QUESTION PQ 26

Question submitted by: Britt Timmerman

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: Council investments

Can the council please confirm what actions it is taking to divest from the arms trade and companies with illegal settlements in the West Bank, knowing that the human rights of Palestinians are not respected, international law has been broken and war crimes are being committed with the money invested in these companies, paid by your constituents?

REPLY

The Council's Ethical and Equitable Investment Policy sets out the Council's Investment principles and decisions are made in accordance with the Policy.

The Council's pension fund is held with the Avon Pension Fund administered by Bath and North East Somerset Council. The scheme's funds are invested entirely separately from those of the Council, it has its own policy for Responsible Investment and are subject to separate regulatory regimes to local authority investments. They are therefore not directly governed by this policy. However, the policy can be used to inform the views of the Council's pension representative who feeds into matters such as the pension funds' Responsible Investment policy.

Anyone who has watched the terrible scenes of death and destruction in Palestine surely cannot failed to be moved to try and take whatever action is necessary to prevent further innocent lives being lost.

I applaud those, who, time and time again, have come out to voice their support for the Palestinian people and to protest the suffering being endured and to ensure that the thousands who have lost their lives are not allowed to be forgotten.

Sadly, Palestine is not the only place where we see lives being lost, the impact of the war in Ukraine is also regularly shown on our TV screens whilst lives are also being lost in South Sudan, the Lebanon and far too many other places across the world.

Local authorities like Bristol can try to influence change at a local level, either by calling on changes in investment policies, or by calling up on national governments to more strongly advocate for peace.

In the end however, although we and other local authorities, and our residents, can continue to raise public awareness of what is happening to the people of Palestine, it is national governments, especially those with strong links to the Israeli government including the ongoing provision of arms and other supplies who must take action immediately.



QUESTION PQ 27

Question submitted by: Anne Bragg

To Cllr. Barry Parsons, Homes and Housing Delivery Committee Chair

Subject: Van Dwellers on the Downs

Why have the Council allowed parking on The Downs by such hideous and unsightly dwellings. When it is one of Bristol's famous landmarks and an area of outstanding beauty plus one of the most expensive to live in. It should be treated differently because it is different.

When is the area leading to the Grange and the Nursing Home going to have parking restrictions imposed, any emergency vehicle could not get through because of indiscriminate parking, this is particularly bad because due to the lack of parking taken up by van dwellers the footballers cannot park on the road.

REPLY

1. We are aware of the Travellers and their living vehicles who have encampments on the roads around the Downs. The situation is monitored regularly, with a close eye kept on the level of impact that encampments cause. It is the Council's policy to take a whole city response in dealing with people living in vehicles and treat all areas in the same way, regardless of the relative expenses of one area against any other. The closeness to residential properties, school, businesses, etc, are all factors affecting impact, as well as levels of antisocial behaviour, noise, and risk. Any unauthorised parking around the Downs is addressed in a consistent manner within the bounds of available legislation, with regular parking enforcement taking place across the area and across the city.

2. There are currently no plans to introduce parking restrictions on the roads leading to the Grange and the Nursing Home on Saville Road as a stand-alone scheme. This could be considered as part of a wider scheme if proposals are developed for changing the existing parking restrictions across the Downs.



QUESTION PQ 28

Question submitted by: Geoffrey Allan

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: Avon Pension Fund

Whilst Avon Pension Fund is administered through BANES, Bristol City Council is the largest contributor to the Fund, and with many of its own employees as members, has significant influence over how money is invested. Will the Council commit to passing a motion opposing investments by the Fund in companies complicit in human rights abuses, including genocide?

REPLY

The Council's Ethical and Equitable Investment Policy sets out the Council's Investment principles and decisions are made in accordance with the Policy.

The Council's pension fund is held with the Avon Pension Fund administered by Bath and North East Somerset Council. The scheme's funds are invested entirely separately from those of the Council, it has its own policy for Responsible Investment and are subject to separate regulatory regimes to local authority investments. They are therefore not directly governed by this policy. However, the policy can be used to inform the views of the Council's pension representative who feeds into matters such as the pension funds' Responsible Investment policy.

Anyone who has watched the terrible scenes of death and destruction in Palestine surely cannot failed to be moved to try and take whatever action is necessary to prevent further innocent lives being lost.

I applaud those, who, time and time again, have come out to voice their support for the Palestinian people and to protest the suffering being endured and to ensure that the thousands who have lost their lives are not allowed to be forgotten.

Sadly, Palestine is not the only place where we see lives being lost, the impact of the war in Ukraine is also regularly shown on our TV screens whilst lives are also being lost in South Sudan, the Lebanon and far too many other places across the world.

Local authorities like Bristol can try to influence change at a local level, either by calling on changes in investment policies, or by calling up on national governments to more strongly advocate for peace.

In the end however, although we and other local authorities, and our residents, can continue to raise public awareness of what is happening to the people of Palestine, it is national governments, especially those with strong links to the Israeli government including the ongoing provision of arms and other supplies who must take action immediately.



QUESTION PQ 29

Question submitted by: Stephanie Richmond

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: East Bristol Liveable Neighbourhood

What are you doing about the FACT that the introduction of the trial of EBLN has caused increased queuing of traffic outside primary schools in and around it especially Summerhill and St Patricks? Is it going to take a child's death or an epidemic of lung damage before you do something about it? Surely reducing child mortality should be TOP of your agenda now that, the evidence is there; prima facie?

I think that the widely publicised kerfuffle after the introduction of the EBLN 'trial' proves that the consultation process went wrong or they would have been ironed out regarding the severity of the issues. What is it going to take for you to realise that and quash the ethos of coercion and start understanding and facilitating your population with what they want as opposed to what you want to impose upon them? Are you representative or not because your sampling process surely wasn't and this has been evidenced every day since the commencement of this juvenile, out of touch, approach?

REPLY

While we're installing the trial scheme, and as the measures change road layouts, we expect some immediate and temporary increased congestion and displacement of traffic to other areas.

This should settle down once all the measures have been installed and are working together and as new routes become established and more people choose public transport and walking and cycling in the longer-term.

We have been proactively monitoring traffic and air quality levels in and around the area and making adjustments to the phasing of the signals when necessary, and will continue to do so. We ask that everyone bears with us while we work towards reducing air pollution and creating safer and quieter local streets. Similar schemes across the country have seen a reduction of traffic across the whole area (including main roads) over a longer period of time.

The idea to implement Liveable Neighbourhoods in Bristol came out of the Citizens' Assembly, a representative group of Bristol residents.



QUESTION PQ 30

Question submitted by: Elaine Cocks

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: East Bristol Liveable Neighbourhood

How many people will need to die before you halt the east Bristol liveable neighbourhood, emergency services have not been correctly consulted and are having to walk to emergencies?

56% of people in Barton hill are living below the breadline they rely on cars to navigate their livelihoods - carers, tradespeople, drivers - what financial support have Bristol council provided to the community ahead of the scheme?

Are you aware on the anniversary of Barton house being evacuated you attempted to close marsh lane (the road Barton house residents need to use to get home) this shows that either BCC have no empathy or are wildly disorganised and do not care about their residents. Do you have anything to say about this?

REPLY

We have engaged with emergency services throughout the design of the scheme and ensured that large/emergency vehicles can navigate the area efficiently.

One of the largest delays to emergency services is traffic and so emergency services will benefit from the bus gates and quieter streets.

Lawrence Hill ward has the lowest rate of car ownership in Bristol but some of the worst air quality. We have substantial support available for those who would like to try out alternative modes of transport, more detail is available on the East Bristol Liveable Neighbourhood website.

The disrupted works on Marsh Lane were to install public realm improvements at the junction of Avonvale Road/Marsh Lane.



QUESTION PQ 31

Question submitted by: Michelle Alford

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: East Bristol Liveable Neighbourhood

When will you accept that this scheme is drastically ill thought out and needs to be reversed immediately?

How will you address the appalling conduct of your councillors that has been brought to light by this situation? I mean Rob Bryher in particular

REPLY

The project has engaged with the community since January 2022 to develop proposals for Bristol's first Liveable Neighbourhood scheme. This process involved multiple stages of engagement to shape the scheme before formal consultation on the proposed trial scheme.

The decision to proceed with the trial scheme was based on a thorough evaluation of its potential benefits and impacts.

Implementation of the trial scheme is due to be completed in January 2025. The Council will then monitor the scheme for six months before re-engaging with the community regarding a proposed permanent scheme.



QUESTION PQ 32

Question submitted by: Shakila Griffith

To Cllr. Tony Dyer, Leader

Subject: Reform Bristol City Council

Don't you think it's time for a council restructure, you have been failing your citizens for too long. People are fed up and need change. We tell you what's needed and you don't listen.

REPLY

The staffing structure of the Council is a matter for the Head of Paid Service.



QUESTION PQ 33

Question submitted by: Shakila Griffith

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: Liveable Neighbourhood Scheme

Our community told you we opposed the scheme, but yet you decided to go ahead. My question is why do you continue to ignore what the community says they need to improve our communities? We are the experts for our area. You've messed up the town centre. This is not London.

REPLY

The project has engaged with the community since January 2022 to develop proposals for Bristol's first Liveable Neighbourhood scheme. This process involved multiple stages of engagement to shape the scheme before formal consultation on the proposed trial scheme.

The decision to proceed with the trial scheme was based on a thorough evaluation of its potential benefits and impacts.

Implementation of the trial scheme is due to be completed in January 2025. The Council will then monitor the scheme for six months before re-engaging with the community regarding a proposed permanent scheme.



QUESTION PQ 34

Question submitted by: Shakila Griffith

To Cllr. Stephen Williams, Public Health and Communities Committee Chair

Subject: Community Centres

Why do you continue to disadvantage our children. Why do you close all the local community centres on our areas?

REPLY

To be able to answer this question we would need to know what area is being referred to.



QUESTION PQ 35

Question submitted by: Lisa Turner

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: East Bristol Liveable Neighbourhood

Why would you close all access to Derby street carpark from Church Rd when you can't turn right on Church Rd to access this carpark. You say that you will be changing the traffic lights to allow right turning but this will not be for some time so why would you close it before this work is carried out? You have made the car park inaccessible to Church Rd shoppers why is this?

REPLY

The Barnes Street pocket park was installed to stop drivers short-cutting through the area. The car park is still accessible by car via Blackswarth Road.

We will be looking at reinstating the banned turns at the junction as part of a permanent scheme.



QUESTION PQ 36

Question submitted by: Emily Pepworth

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: East Bristol Liveable Neighbourhood

What has the council done in terms of research for surrounding areas of har will be effected by the EBLN?

REPLY

We are monitoring traffic on the main roads around the scheme area and air quality on surrounding streets.



QUESTION PQ 37 [Duplicate in error]



QUESTION PQ 38

Question submitted by: Michael Hulin

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: East Bristol Liveable Neighbourhood

Concerns over traffic diversion if an accident or Road Works should occur on Church Road, as this seems to be the only route currently used during the progression of the scheme!

REPLY

Most areas of the scheme have more than one way in or out but the scheme has been designed by our engineers and gone through various levels of quality assurance to ensure it will work under all circumstances. We will continue to work with our Network Management team to ensure that the area is resilient. This could include temporarily turning off bus gates or removing modal filters if needed.



QUESTION PQ 39

Question submitted by: Helen Hughes

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: East Bristol Liveable Neighbourhood

Question one title: Diversity and inclusion issues regarding the EBLN

Question one: As councillors know, recent weeks have seen protestors out on Avonvale Road, Marsh Lane and Victoria Avenue preventing the construction company contracted by BCC from carrying out the implementation of the 'East Bristol Liveable Neighbourhood'. These protestors are largely women, with a strong presence from those with disabilities and the Somali community. Considering the council's Equity and Inclusion Strategic Framework <https://www.bristol.gov.uk/files/documents/7093-equity-and-inclusion-strategic-framework-2023-2027-easy-read-accessible/file> which stresses the importance of listening to and respecting the needs of, amongst others, people with disabilities, refugees, those from ethnic minority groups, and women, can the council justify continuing its patronising and apparently hypocritical stance towards these very people in Barton Hill?

Question two title: Challenging the consultation strategy for 'Liveable Neighbourhoods'

Question two: The initial consultations in both East and South Bristol have taken the form of inviting people to make comments on an online interactive map of the respective areas. It is noteworthy that such a format invites participation from anyone, anywhere in the world, and can therefore easily be skewed towards one view or another. In South Bristol this summer, despite posters advertising the consultation, it is clear that many people who live and work there still knew nothing about it. Even the Royal Mail depot in Southville, Ashton Gate Stadium, and the many businesses both on shopping streets and in industrial estates indicated they knew nothing about it when I and others spoke to them. The explosion of the Stop the EBLN Facebook group since the commencement of implementation of the scheme further demonstrates how few people were aware of what was about to happen. Can the council justify a form of consultation that fails to communicate with the vast majority of people living and working in the area – the very people who will be most affected by it?

Question three title: The nonsensical justification of implementing a policy just because funding has been provided for it

Question three: An argument that is used both by the council and in press articles that support the 'Liveable Neighbourhood' schemes is that the funding from WECA is there and cannot be wasted. It indulges in the idea that if you receive money for a specific purpose, you should use the money regardless of whether the purpose is useful, healthy, practical, wise, desired, or an efficient use of the funds. I am sure councillors can think of many damaging policies that could be, and have been, implemented by councils and governments that are not in alignment with their own politics. By the logic above, they would have to accept each and every one of them, had the grounds been that the funding had been provided. Can you please explain how this logic works?



REPLY

1. We have worked hard to engage with the whole community, including women, disabled people and the Somali community through a comprehensive community engagement programme. See answer to Q2 below.
2. We have worked hard to ensure as many people get involved as possible. In both East and South Bristol Liveable Neighbourhoods, we have sent out correspondence to all addresses on multiple occasions. We have also door-knocked businesses in east Bristol on multiple occasions. You can read more about our engagement at <https://www.ask.bristol.gov.uk/hub-page/east-bristol-liveable-neighbourhoods> in the “Background” tab.
3. This scheme represents significant local investment and addresses the challenges raised in our community survey (air quality and safer streets).



QUESTION PQ 40

Question submitted by: Siobhan Martin

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: East Bristol Liveable Neighbourhood

Question one title: EAST BRISTOL LIVEABLE NEIGHBOURHOOD - CREWS HOLE ROAD TRAFFIC & POLLUTION MONITORING

Question one: Could you please provide the traffic monitoring, noise and pollution data along the entirety of Crews Hole Road PRIOR to the East Bristol Liveable Neighbourhood (EBLN) scheme being implemented, this formed part of the pre-planning of the scheme. Since the scheme implementation traffic and congestion, speeding, tailgating and road rage have dramatically increased along Crews Hole Road and therefore I would presume have pollution levels. To make a comparison and identify the impact of the EBLN on Crews Hole Road, what data is being captured to monitor traffic and pollution levels during the 6 month trial, If all of the above data has not or is not going to be obtained and published, could you please explain why?

Question two title: EAST BRISTOL LIVEABLE NEIGHBOURHOOD - CREWS HOLE ROAD CROSSING POINTS & SAFETY MEASURES

Question two: In June 2023 Cllr. Fabian Breckels organised a walkabout along the length of Crews Hole with BCC Project Officers and local residents. The outcome from that meeting was a promise from council officers that safety measures agreed at that meeting would be implemented prior to the East Bristol Liveable Neighbourhood trial scheme being implemented. None of these measures have been put in place and the EBLN scheme is live and there have been numerous near misses involving pedestrians and moving vehicles, who are mounting pavements due to the significant increase in traffic along Crews Hole road (it is a country lane with numerous narrowing points) not capable of safely accommodating the new volume of cars, vans, lorries. We understand that these critical safety measures are now due to be installed along Crews Hole Road in January 2025. These measures include four crossing points located as follows: next to Troopers Hill and Crews Hole Road, Kiddi Caru (formerly Mama Bears) Day Nursery, a pop-up crossing next to Didac and Riverside Chapel, and also a crossing near to Strawberry Lane. Please could you explain why the agreed crossing points and safety/traffic calming measures were not installed prior to the implementation of the EBLN i.e. closure of Beaufort Road and that they will be installed in January 2025 including the pop-up crossing point next to Didac/Riverside Chapel which is not listed on the EBLN map for Crews Hole Road.

Question three title: EAST BRISTOL LIVEABLE NEIGHBOURHOOD - CREWS HOLE LAYBY & EBLN FUNDING

Question three: Opposite Didac and Riverside Chapel, on Crews Hole Road there is an informal layby leading to Troopers Hill Nature Reserve. There is continuous fly-tipping on the site which is clearly costing Bristol City Council money as there are regular clearances by Parks and/or Bristol Waste. CIL funding was agreed in 2019 to make improvements to the area by installing fencing, four parking spaces and a formal footway to supporting walking and healthy living. The works have not taken place and I have been informed the value of the funding has decreased therefore there is a shortfall to cover the contractor costs. As the layby is within the EBLN area could some of the funding be allocated to these improvements to cover the shortfall?



As a contractor has been secured please could you advise when this work will be implement as it has already taken five years?

REPLY

1. Pre-scheme data is available at www.bristol.gov.uk/eastbristolliveableneighbourhood on the “Trial scheme information tab”.

While there may be some immediate and temporary displacement of traffic to other areas, there is likely to be an overall reduction in traffic and increase in cycling, walking and bus journeys (for those who are able) in the long-term. An increase in active travel is seen as an essential step to improving air pollution across urban areas such as Bristol.

Evidence shows that reallocating road space from cars to active travel modes tends to reduce car use in the long-term.

Officers are working on a monitoring strategy which will set out how we intend to measure the success of the trial scheme before a decision is made by a relevant committee.

2. January 2025 is part of the trial scheme installation. Most measures for Crews Hole Road not part of the trial because they require changes that can only be made on a permanent basis. However we are exploring options that can be brought forward including traffic calm in some locations.

3. This feedback is noted and will be considered as part of any permanent design scheme if the trial is deemed to have been successful

Air Quality Specifics:

Monitoring of air pollution levels on the main arterial routes in this area has taken place for many years as part of the Local Air Quality Management regime requirements. The BCC air quality dashboard includes a map which shows all current monitoring locations in the area and it is possible to access the monitoring data from the dashboard. As part of the monitoring and evaluation plan for the EBLN Pilot, an additional 11 monitoring locations were added to the local monitoring network at the start of 2022. The new locations were introduced to measure pollution in areas where it was anticipated that the largest changes to traffic flows might occur as a result of the EBLN Pilot. This expansion of the pollution monitoring network included locations on Troopers’ Hill Road, Netham Road Junction and Blackswarth Road. No air pollution monitoring has been put in place on Crews Hole Road as the focus was placed on monitoring some of the anticipated worst case locations in terms of traffic volumes and baseline air pollution concentrations.

Whilst air pollution levels are not being measured on Crews Hole Road, monitoring of traffic flows is being carried out. This data will provide a better understanding of the immediate and changing impacts of the EBLN on traffic than air pollution monitoring would. This is because air pollution levels can have a nonlinear relationship with traffic levels and can be influenced by other factors such as the prevailing meteorological conditions each month/year.

All monitoring is carried out with nitrogen dioxide diffusion tubes as they provide good quality data that it is possible to use to assess compliance with air pollution objectives and to track pollution trends over time.



QUESTION PQ 41

Question submitted by: Hilary Rydon & Jan Wren

To Cllr. Andrew Brown, Economy and Skills Committee Chair

Subject: Brislington Meadows

Question to full committee When any reserved matters application is received from the appointed developer that buys the meadows for housing, can the local and wider community be assured that the green party will give all areas of the application a very close attention and scrutiny in line with their policies and values?

REPLY

When any reserved matters application is received these will be notified to neighbours and publicly consulted on as required for all planning applications. At that point anyone interested can submit their representations on the application to the Council. Officers and members on the development control committee (provided the application is to be decided at committee) will take all these representations into consideration as well as relevant local and national policy.



QUESTION PQ 42

Question submitted by: Sid Arthurs-Brown

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: East Bristol Liveable Neighbourhood

Question one title: I am aware that letters and post cards were mailed to residential and business addresses regarding the various phases of the EBLN consultations.

Question one: In total, how many letters or postcards were mailed out during the various consultations, and how many residential and business addresses are there in the EBLN area?

Question two title: I am aware that notices regarding the Traffic Regulation Order (TRO) consultation were attached to lamp posts etc throughout the EBLN trial area.

Question two: In total, how many notices were displayed and for what period?

Question three title: There have been reports in the media of protestors physically preventing contractors from installing some of the trial elements of the scheme.

Question three: What impact, if any, has this had on the implementation timetable of the trial and what are the financial costs of interference by protestors?

REPLY

1. There are 5864 residential addresses and 340 commercial addresses. Letters were sent to these addresses 5 times.

2. 500 number notices were displayed from 29 January 2024 until 20 February 2024 with a few extra days either side.

3. Any delays to the trial scheme's implementation will delay the entire process, including the trial period (not just the works themselves), and also result in cost increases. The protests so far have cost the council approximately £20,000.



QUESTION PQ 43

Question submitted by: Elena Nethercott

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: Avon Pension Fund

Will the council commit to divesting Bristol City Council's pension fund from companies that are complicit in human rights abuses in Palestine and Lebanon? Currently the pension fund has £18 million invested in companies supplying weapons and technology to Israel, which it is currently using to commit war crimes and crimes against humanity in Gaza, the West Bank, and Lebanon.

REPLY

The Council's Ethical and Equitable Investment Policy sets out the Council's Investment principles and decisions are made in accordance with the Policy.

The Council's pension fund is held with the Avon Pension Fund administered by Bath and North East Somerset Council. The scheme's funds are invested entirely separately from those of the Council, it has its own policy for Responsible Investment and are subject to separate regulatory regimes to local authority investments. They are therefore not directly governed by this policy. However, the policy can be used to inform the views of the Council's pension representative who feeds into matters such as the pension funds' Responsible Investment policy.

Anyone who has watched the terrible scenes of death and destruction in Palestine surely cannot failed to be moved to try and take whatever action is necessary to prevent further innocent lives being lost.

I applaud those, who, time and time again, have come out to voice their support for the Palestinian people and to protest the suffering being endured and to ensure that the thousands who have lost their lives are not allowed to be forgotten.

Sadly, Palestine is not the only place where we see lives being lost, the impact of the war in Ukraine is also regularly shown on our TV screens whilst lives are also being lost in South Sudan, the Lebanon and far too many other places across the world.

Local authorities like Bristol can try to influence change at a local level, either by calling on changes in investment policies, or by calling up on national governments to more strongly advocate for peace.

In the end however, although we and other local authorities, and our residents, can continue to raise public awareness of what is happening to the people of Palestine, it is national governments, especially those with strong links to the Israeli government including the ongoing provision of arms and other supplies who must take action immediately.



QUESTION PQ 44

Question submitted by: Timothy Brazier

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: Council investments

I am deeply concerned that Bristol City Council still has not fully divested from companies involved in the arms trade and those profiting from illegal settlements in the West Bank. And thus is complicit in the genocide taking place in Palestine. Will the council immediately divest from arms trade and companies investing in illegal settlements in the West Bank?

REPLY

The Council's Ethical and Equitable Investment Policy sets out the Council's Investment principles and decisions are made in accordance with the Policy.

The Council's pension fund is held with the Avon Pension Fund administered by Bath and North East Somerset Council. The scheme's funds are invested entirely separately from those of the Council, it has its own policy for Responsible Investment and are subject to separate regulatory regimes to local authority investments. They are therefore not directly governed by this policy. However, the policy can be used to inform the views of the Council's pension representative who feeds into matters such as the pension funds' Responsible Investment policy.

Anyone who has watched the terrible scenes of death and destruction in Palestine surely cannot failed to be moved to try and take whatever action is necessary to prevent further innocent lives being lost.

I applaud those, who, time and time again, have come out to voice their support for the Palestinian people and to protest the suffering being endured and to ensure that the thousands who have lost their lives are not allowed to be forgotten.

Sadly, Palestine is not the only place where we see lives being lost, the impact of the war in Ukraine is also regularly shown on our TV screens whilst lives are also being lost in South Sudan, the Lebanon and far too many other places across the world.

Local authorities like Bristol can try to influence change at a local level, either by calling on changes in investment policies, or by calling up on national governments to more strongly advocate for peace.

In the end however, although we and other local authorities, and our residents, can continue to raise public awareness of what is happening to the people of Palestine, it is national governments, especially those with strong links to the Israeli government including the ongoing provision of arms and other supplies who must take action immediately.



QUESTION PQ 45

WITHDRAWN



QUESTION PQ 46

Question submitted by: Jen Smith

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: Response times and Surveillance

Question one title: Letter Before Claim Response Times

Question one: What is the time frame Bristol City Council sets itself to respond to a letter before claim?

Question two title: In-person Surveillance

Question two: What is Bristol City Council's policy on in-person surveillance where a crime is not being committed?

Question three title: Social Media Surveillance By Social Care or Inclusion Teams

Question three: What is Bristol City Council's policy on social media surveillance by staff working for any of its social care or inclusion teams?

REPLY

This question has been rejected as it is discussing an ongoing legal case.



QUESTION PQ 47

Question submitted by: Jenny Blythe

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: East Bristol Liveable Neighbourhood

Genuine cry for help. EBLN: what support/help is available for people to stop using car - I have a child to get to and from school just outside of the area, but travelling through it. Approx time for little legs to walk to school is 1.5 hours and up troopers and stibbs hill - cannot use the green hire bikes as they don't have a child seat, scooters are for one person, non electric bike not an option due to distance and incline. What should I do? What help is available to get there and back without a car, I cannot afford an electric bike outright. Easy to say use a bike, but if I don't have one and need a seat, how would I get one? No one told us / no info obvious about the scheme until it was here, so no time to save up for an electric bike. Thank you.

REPLY

We have a range of support available for people try alternative modes (available at <https://www.ask.bristol.gov.uk/hub-page/east-bristol-liveable-neighbourhoods> on the “Free active travel support” page).

We are exploring the possibility of also offering child-seats with our taster bikes to give people with young children a try but these are not yet available.

Bristol Cycling Centre also offers cycle training for families. More information is available at <https://betterbybike.info/cycling-centres/Bristol-cycling-centre/>.



QUESTION PQ 48

Question submitted by: Mac Dworakowski

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: East Bristol Liveable Neighbourhood

Have the councillors observed the negative impact that the implementation of the East Bristol Liveable Neighbourhood scheme has had on the residents of Crew's Hole Road? Given the significant increase in traffic, noise, and pollution, why is there no traffic and pollution monitoring on Crew's Hole Road and wider area? It is part of the liveable neighbourhood scheme, yet the changes have made living in this area a misery. What steps are being taken to address these issues and improve the quality of life of all the residents?

REPLY

While we're installing the trial scheme, and as the measures change road layouts, we expect some immediate and temporary increased congestion and displacement of traffic to other areas.

This should settle down once all the measures have been installed and are working together and as new routes become established and more people choose public transport and walking and cycling in the longer-term.

We have been proactively monitoring traffic and air quality levels, including a sensor outside St Patrick's Primary, in and around the area and making adjustments to the phasing of the signals when necessary, and will continue to do so. We ask that everyone bears with us while we work towards reducing air pollution and creating safer and quieter local streets. Similar schemes across the country have seen a reduction of traffic across the whole area (including main roads) over a longer period of time.

Most options for Crews Hole Road can only be installed on a permanent basis but we are looking at whether any of these can be brought forward.

Air Quality Specifics:

Monitoring of air pollution levels on the main arterial routes in this area has taken place for many years as part of the Local Air Quality Management regime requirements. The BCC air quality dashboard includes a map which shows all current monitoring locations in the area and it is possible to access the monitoring data from the dashboard. As part of the monitoring and evaluation plan for the EBLN Pilot, an additional 11 monitoring locations were added to the local monitoring network at the start of 2022. The new locations were introduced to measure pollution in areas where it was anticipated that the largest changes to traffic flows might occur as a result of the EBLN Pilot. This expansion of the pollution monitoring network included locations on Troopers' Hill Road, Netham Road Junction and Blackswarth Road. No air pollution monitoring has been put in place on Crews Hole Road as the focus was placed on monitoring some of the anticipated worst case locations in terms of traffic volumes and baseline air pollution concentrations.

Whilst air pollution levels are not being measured on Crews Hole Road, monitoring of traffic flows is being carried out. This data will provide a better understanding of the immediate and changing impacts of the EBLN



on traffic than air pollution monitoring would. This is because air pollution levels can have a nonlinear relationship with traffic levels and can be influenced by other factors such as the prevailing meteorological conditions each month/year.

All monitoring is carried out with nitrogen dioxide diffusion tubes as they provide good quality data that it is possible to use to assess compliance with air pollution objectives and to track pollution trends over time.



QUESTION PQ 49

Question submitted by: Sam Robbins

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: Traffic through Avonview Cemetery

I have been made aware that residents of Beaufort Road and roads off of this are using the cemetery to avoid the traffic. This is so disrespectful to people who are mourning the loss of a loved one. What is going to be done to ensure this stops happening?

REPLY

We will be installing a bollard on the southern entrance on Blackswarth Road and all vehicles will enter from the Beaufort Road/Cossham Road or Richmond Road entrance.



QUESTION PQ 50

Question submitted by: Sam Robbins

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: Air quality and traffic measures

Question one title: Air quality

Question one: Many people in the local area and further out are having their journeys in the zone made longer. They are having to use more roads in the area to get to their home. Plus the added level of traffic as a result is shocking. This is also making alternative roads further out worse too. All this is adding more to the areas pollution not less. How have you been monitoring all these areas before and now for air pollution levels?

Question two title: Beaufort Road

Question two: I hardly ever see a bike go down Beaufort Road. In all the time I've used it I have never seen any road rage or an accident. I admit it has been getting harder to use. This is due to local residents parking on the pavement on the cemetery side and too close too the junction of side streets. Why didn't you just put double yellows along the cemetery side along with speed bumps and the odd chicane?

REPLY

1. While we're installing the trial scheme, and as the measures change road layouts, we expect some immediate and temporary increased congestion and displacement of traffic to other areas.

This should settle down once all the measures have been installed and are working together and as new routes become established and more people choose public transport and walking and cycling in the longer-term.

We have been proactively monitoring traffic and air quality levels in and around the area and making adjustments to the phasing of the signals when necessary, and will continue to do so. We ask that everyone bears with us while we work towards reducing air pollution and creating safer and quieter local streets. Similar schemes across the country have seen a reduction of traffic across the whole area (including main roads) over a longer period of time.

2. There were previously around 4000 vehicles per day using Beaufort Road which is not suitable for walking or cycling. At it's narrowest, Beaufort Road is 6 metres wide. Changes to double yellow lines may be considered in a permanent scheme. We will be reengaging with the community next year.

Air Quality Specifics:

Monitoring of air pollution levels on the main arterial routes in this area has taken place for many years as part of the Local Air Quality Management regime requirements. The BCC [air quality dashboard](#) includes a map which shows all current monitoring locations in the area and it is possible to access the monitoring data from



the dashboard. As part of the monitoring and evaluation plan for the EBLN Pilot, an additional 11 monitoring locations were added to the local monitoring network at the start of 2022. The new locations were introduced to measure pollution in areas where it was anticipated that changes to traffic flows might occur as a result of the EBLN Pilot.

In response to recent requests by local Cllrs, 6 additional monitoring locations were added to the local pollution monitoring network in Autumn 2024. It is planned for monitoring to continue across the EBLN and surrounding area for as long as required to ensure that the impacts of the pilot are fully understood in both the short and long term.

All monitoring is carried out with nitrogen dioxide diffusion tubes as they provide good quality data that it is possible to use to assess compliance with air pollution objectives and to track pollution trends over time.



QUESTION PQ 51

Question submitted by: Jenny Blue

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: East Bristol Liveable Neighbourhood

What would the cost be to Bristol City Council? (i.e. what costs has the council already incurred or are committed to spend)

As the scheme would not have been implemented, would this money need to come from other BCC budgets, or would the West of England Combined Authority fund the costs incurred before the scheme was aborted?

The trial is being implemented after a comprehensive consultation for the relevant Traffic Regulation Orders [TROs] to which hundreds of people responded. IF a decision was made to halt the trial, would there need to be a further TRO consultation before the scheme could be cancelled, and what would be the costs and timeframe be for this?

REPLY

The whole scheme is budgeted to cost £6 million. This includes all engagement, design work and trial and permanent scheme works.

Yes, another TRO would be required to remove the scheme.



QUESTION PQ 52

Question submitted by: Debbie Davey

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: East Bristol Liveable Neighbourhood

Question one title: Did you underestimate the traffic flow through Lawrence Hill?

Question one: When the planning of EBLN was in process did every single person in the consultation process totally underestimate the volume of traffic that would be forced to use Lawrence Hill in lieu of any alternative roads?

Question two title: Impact on neighbouring areas

Question two: Are there going to be measures put in place to protect the children from neighbouring areas who are now forced to breathe in traffic fumes for longer hours at higher concentration than before EBLN went live or are the council and residents of EBLN satisfied that young children, the medically vulnerable and elderly are sacrificing their already compromised air quality for the greater good?

Question three title: How many buses?

Question three: When are the extra buses to serve all the people expected to stop using cars going to begin and how many new routes from east to west west to east are there going to be? Cycling is not an option for me as I have longterm mobility problems that stem from my pelvis. I don't own a car.

REPLY

1. Comprehensive modelling took place to explore the impacts. This scheme requires a proportion of people to take up alternative modes for some journeys, where they can but all scenarios have been modelled. This is a trial scheme so we can be flexible to traffic impacts and we are continuing to monitor this.

2. We don't expect there to be a long-term increase in traffic in surrounding areas as new routes get established and some people swap out journeys for active or sustainable travel. One of the best ways to reduce air pollution in your local area is to reduce car use. We have a range of support available at <https://www.ask.bristol.gov.uk/hub-page/east-bristol-liveable-neighbourhoods> to help with this.

3. We have discussed with First Group about their meeting any additional capacity requirements should they arise. They have not yet reported capacity problems on the corridor but they are considering their options to address these as they arise.



QUESTION PQ 53

Question submitted by: Dr Suzanne Audrey

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: Public Forum

Question one title: Rejecting or redacting public forum

Question one: Please define defamatory, frivolous and offensive as currently used by the monitoring officer and committee chairs to reject or redact statements and questions from the public.

Question two title: Quality of responses at public forum

Question two: From a public perspective, it looks as if some senior officers are providing vague and incomplete answers to be read out by the Leader of the Council and various Committee Chairs. Furthermore, those officers are often not in attendance at the relevant meeting to provide further clarification. This undermines public forum. What can the Leader of the Council and Committee Chairs do to improve the quality of responses supplied by senior officers to public forum questions?

Question three title: Accountability and openness at public forum

Question three: In line with the Nolan principles of accountability and openness, is it possible to identify the senior officers who supply responses to public forum questions?

REPLY

1. Decisions on these matters are essentially judgements made on a case-by-case basis by the Chair in consultation with officers'. The ordinary dictionary description of these words is used.
2. Members of the public are provided with an opportunity to ask supplementary questions where further clarification is needed. Responses to supplementary questions that cannot be provided at the meeting will be followed up in writing after the meeting taking into account feedback from the relevant officers.
3. Responses are allocated to the most appropriate officer responsible for the matter to which the question relates to draft a response which is reviewed by the relevant Director or Executive Director before being signed off by the Chair of the Committee.



QUESTION PQ 54

Question submitted by: Nathaniel Cuthbert William Nabarro

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: East Bristol Liveable Neighbourhood

What will constitute a success for the trial?

REPLY

Information on our monitoring strategy can be found on the project's web page. It outlines what will be taken into consideration to determine whether the scheme has been a success, or whether further changes may be required.

Officers are currently finalising our monitoring strategy which will set out exactly how and when the scheme will be considered a success or not.

More information on both issues will be available at <https://www.ask.bristol.gov.uk/hub-page/east-bristol-liveable-neighbourhoods> under the "Trial scheme information" page.



QUESTION PQ 55

Question submitted by: Alexis Dillon

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: East Bristol Liveable Neighbourhood

Question one title: EBLN - supporting services

Question one: Why has BCC decided to implement the EBLN changes without first providing adequate public transport for those that live in the area?

Question two title: EBLN – consultation

Question two: Why has BCC gone ahead with the changes even though more people were opposed than for?

Question three title: EBLN – pollution

Question three: What are BCC doing to monitor the pollution outside the impacted schools, Summer Hill and St Patrick's. Do they think it is ok for children to be around idle traffic?

REPLY

1. There are already multiple buses on Church Road and we expect the number 5 to improve as a result of the bus gates. There is also a task-and-finish group currently looking at supporting bus services in Bristol.
2. The idea to implement Liveable Neighbourhoods in Bristol came out of the Citizens' Assembly which was a representative group of Bristol residents.

The project has engaged with the community since January 2022 to develop proposals for Bristol's first Liveable Neighbourhood scheme. This process involved multiple stages of engagement to shape the scheme before formal consultation on the proposed trial scheme.

The decision to proceed with the trial scheme was based on a thorough evaluation of its potential benefits and impacts.

Implementation of the trial scheme is due to be completed in January 2025. The Council will then monitor the scheme for six months before re-engaging with the community regarding a proposed permanent scheme.

3. While we're installing the trial scheme, and as the measures change road layouts, we expect some immediate and temporary increased congestion and displacement of traffic to other areas.

This should settle down once all the measures have been installed and are working together and as new routes become established and more people choose public transport and walking and cycling in the longer-term.



We have been proactively monitoring traffic and air quality levels in and around the area and making adjustments to the phasing of the signals when necessary, and will continue to do so. We ask that everyone bears with us while we work towards reducing air pollution and creating safer and quieter local streets. Similar schemes across the country have seen a reduction of traffic across the whole area (including main roads) over a longer period of time.

One of the best ways to improve air quality in your area is to change the way you get around. We have support available for those who are able to try out cleaner modes of transport for some journeys. More information is available at <https://www.ask.bristol.gov.uk/hub-page/east-bristol-liveable-neighbourhoods> on the “Free active travel support” page.

Air Quality Specifics:

Monitoring of air pollution levels on the main arterial routes in this area has taken place for many years as part of the Local Air Quality Management regime requirements. The BCC [air quality dashboard](#) includes a map which shows all current monitoring locations in the area and it is possible to access the monitoring data from the dashboard. As part of the monitoring and evaluation plan for the EBLN Pilot, an additional 11 monitoring locations were added to the local monitoring network at the start of 2022. The new locations were introduced to measure pollution in areas where it was anticipated that changes to traffic flows might occur as a result of the EBLN Pilot. A new monitoring location was added in front St Patrick’s School on Blackswarth Road in 2022 as part of the EBLN monitoring plan. Monitoring has also been carried out in from of Summerhill Infant School on the A420 since 2018.

In response to recent requests by local Cllrs, 6 additional monitoring locations were added to the local pollution monitoring network in Autumn 2024. It is planned for monitoring to continue across the EBLN and surrounding area for as long as required to ensure that the impacts of the pilot are fully understood in both the short and long term.

All monitoring is carried out with nitrogen dioxide diffusion tubes as they provide good quality data that it is possible to use to assess compliance with air pollution objectives and to track pollution trends over time.



QUESTION PQ 56

Question submitted by: Stuart Phelps

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: East Bristol Liveable Neighbourhood

Question one title: Open Source Monitoring of Air Pollution and Traffic - EBLN

Question one: Will the Council join a real-time open-source network of air pollution and traffic sensors covering the East Bristol Liveable Neighbourhood and 500 meters beyond? This network should bring its data into a common framework established by citizen scientists and Universities in Bristol, in line with the current British Standard PAS 4023, and the consensus of the Environment Agencies "Air Quality, Inequality" Working Party. RADE (Residents Against Dirty Energy) and BMSLG (Bristol Muslim Strategic Leaders Group) represented the city in both developments.

Question two title: SME Income Support - EBLN

Question two: As the Agent of Change, will the Council guarantee the income of the SMEs within and adjacent to (up to 500 meters) the East Bristol Liveable Neighbourhood during any trial phase? This is to ensure that these vital businesses do not fail at a time of rising costs and economic uncertainty. If the Council's assertion that the EBLN will raise footfall and therefore income for these SMEs is correct, then the Council is not at risk.

Question three title: Informal Carers and Service Providers - EBLN

Question three: Will the Council provide exemptions for Bus Gates for all informal carers and service providers affected by the East Bristol Liveable Neighbourhood? This is because the Barton Hill area is dependent on informal care as it lacks the wealth to pay for such services unlike wealthier parts of the city (56% of Children live in Poverty in Barton Hill).

REPLY

1. We have no plans to do this.
2. Evidence suggests that Liveable Neighbourhoods have no significant negative impact on business and retail. There is mounting evidence of positive effects on retail sales, rental value, and tax revenue. Retailers sometimes overestimate the importance of customers arriving by car with many of their customers living nearby and arriving by foot.
3. We will review the exemption policy as part of the next round of engagement. All potential exemptions will be considered in the light of the traffic data collected to see how these might impact the scheme.



QUESTION PQ 57

Question submitted by: Jane Waddell

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: East Bristol Liveable Neighbourhood

Are there measures being looked at to ease traffic on Church and Blackswarth Road? I fully support EBLN but can also see the initial increase in traffic on these roads at the moment.

REPLY

While we're installing the trial scheme, and as the measures change road layouts, we expect some immediate and temporary increased congestion and displacement of traffic to other areas.

This should settle down once all the measures have been installed and are working together and as new routes become established and more people choose public transport and walking and cycling in the longer-term.

We have been proactively monitoring traffic and air quality levels in and around the area and making adjustments to the phasing of the signals when necessary, and will continue to do so. We ask that everyone bears with us while we work towards reducing air pollution and creating safer and quieter local streets. Similar schemes across the country have seen a reduction of traffic across the whole area (including main roads) over a longer period of time.

We are exploring the hours of operation of the bus lanes on Church Road to reduce existing bus delay issues.



QUESTION PQ 58

Question submitted by: Alexander Smith

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: East Bristol Liveable Neighbourhood

I wish to ask the question as to why is a bus gate proposed to be installed on Marsh Lane in Barton Hill as part of the East Bristol Liveable Neighbourhood trial, when no buses run along Marsh Lane, and have not done so for a number of years? The only bus that presently serves the Barton Hill neighbourhood is the number 5, which travels along Avonvale Road. So I am curious to know why a bus gate will be installed on Marsh Lane when again no buses currently travel along this road.

REPLY

We originally proposed a pocket park on Marsh Lane which would have been a physical closure. As a result of feedback, this was changed to a bus gate as this would allow for some exemptions. The bus gate also future-proofs the route for a potential bus route from east Bristol to the city centre via Temple Meads which could be funded by the Temple Quarter developments.



QUESTION PQ 59

Question submitted by: Ajay Kumar

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: Council investments

What is the council done to divest it's portfolio, pension plans or otherwise: from any & all war- related investments? In particular & with urgency many Bristol residents are horrified to learn about BCC's investments in companies that contribute to the Israeli Government's - whose lead members have a warrant for their arrest for crimes of genocide and war crimes of the Israeli army. The people of Bristol require an answer?

REPLY

The Council's Ethical and Equitable Investment Policy sets out the Council's Investment principles and decisions are made in accordance with the Policy.

The Council's pension fund is held with the Avon Pension Fund administered by Bath and North East Somerset Council. The scheme's funds are invested entirely separately from those of the Council, it has its own policy for Responsible Investment and are subject to separate regulatory regimes to local authority investments. They are therefore not directly governed by this policy. However, the policy can be used to inform the views of the Council's pension representative who feeds into matters such as the pension funds' Responsible Investment policy.

Anyone who has watched the terrible scenes of death and destruction in Palestine surely cannot failed to be moved to try and take whatever action is necessary to prevent further innocent lives being lost.

I applaud those, who, time and time again, have come out to voice their support for the Palestinian people and to protest the suffering being endured and to ensure that the thousands who have lost their lives are not allowed to be forgotten.

Sadly, Palestine is not the only place where we see lives being lost, the impact of the war in Ukraine is also regularly shown on our TV screens whilst lives are also being lost in South Sudan, the Lebanon and far too many other places across the world.

Local authorities like Bristol can try to influence change at a local level, either by calling on changes in investment policies, or by calling up on national governments to more strongly advocate for peace.

In the end however, although we and other local authorities, and our residents, can continue to raise public awareness of what is happening to the people of Palestine, it is national governments, especially those with strong links to the Israeli government including the ongoing provision of arms and other supplies who must take action immediately.



QUESTION PQ 60

Question submitted by: Harvey Brodie

To Cllr. Tony Dyer, Strategy and Resources Committee Chair and Leader of the Council

Subject: Council investments

Question one title: Bristol City Council's investment

Question one: Is the following statement true ? : Companies supplying weapons and military technology to Israel, which it uses in its unlawful attacks on Palestinians. Companies complicit in Israel's violations of international law, whether through activity in, or with, Israel's illegal settlement enterprise, or by providing infrastructure for Israel's illegal military occupation of Palestinian land. To date, Bristol City Council's known complicit investments in the Avon Pension Fund amounts to over £18 million.

Question two title: Action against genocide in Palestine

Question two: Does Bristol City Council intend to act against this genocide in Palestine by removing it's investment in this pension fund ?

REPLY

The Council's Ethical and Equitable Investment Policy sets out the Council's Investment principles and decisions are made in accordance with the Policy.

The Council's pension fund is held with the Avon Pension Fund administered by Bath and North East Somerset Council. The scheme's funds are invested entirely separately from those of the Council, it has its own policy for Responsible Investment and are subject to separate regulatory regimes to local authority investments. They are therefore not directly governed by this policy. However, the policy can be used to inform the views of the Council's pension representative who feeds into matters such as the pension funds' Responsible Investment policy.

Anyone who has watched the terrible scenes of death and destruction in Palestine surely cannot failed to be moved to try and take whatever action is necessary to prevent further innocent lives being lost.

I applaud those, who, time and time again, have come out to voice their support for the Palestinian people and to protest the suffering being endured and to ensure that the thousands who have lost their lives are not allowed to be forgotten.

Sadly, Palestine is not the only place where we see lives being lost, the impact of the war in Ukraine is also regularly shown on our TV screens whilst lives are also being lost in South Sudan, the Lebanon and far too many other places across the world.

Local authorities like Bristol can try to influence change at a local level, either by calling on changes in investment policies, or by calling up on national governments to more strongly advocate for peace.



In the end however, although we and other local authorities, and our residents, can continue to raise public awareness of what is happening to the people of Palestine, it is national governments, especially those with strong links to the Israeli government including the ongoing provision of arms and other supplies who must take action immediately.



QUESTION PQ 61

Question submitted by: David Redgewell

To Cllr. Ed Plowden, Transport and Connectivity Committee Chair

Subject: WECA Transport and Bus Services

Question 1:

With the government plans to abolish the west Gateway partnership with the south Wales Council and Welsh Assembly government.

Subject to public consultation.

Similarly the Greater south West Partnership and Midlands Engine

As Bristol city council is small city council with its boundaries not changed since 1974.

and Greater Bristol city Region being made up of North Somerset council with the port and Airport Banes and South Gloucestershire county council

Their a new for a strong voice for the Regional.

Besides the west of England mayoral combined Authority which is in special measures.

Whist we welcome very much and support North Somerset council because a full member of the west of England mayoral combined Authority hopefully by the mayoral Elections in may 2025 .

But we strong vice for the south west of England to cover Swindon borough Wiltshire Council south Gloucestershire county council Gloucestershire county council west of England mayoral combined Authority North Somerset Council Banes and Somerset.

To replace western Gateway partnership and work with the Welsh government and the Rest of south West England covered by western Gateway Transport Board peninsula Transport Board areas .

What discussion is Bristol city council and West of England mayoral combined Authority mayor Dan Norris and North Somerset council about keeping a strong Regional business community's Transport planning and economy voice for the Region.

To match the Northern Powerhouse partnership and Transport for the North

Question 2:

With the UK government awarding funding for bus services improvement plan to the west of England mayoral combined transport Authority and North Somerset council of £13 .716.185

and to west of England mayoral combined transport Authority £13 .716.185

Somerset council £6.395 .924

Gloucestershire county council

£7 573.329

The Somerset funding help with services from Yeovil bus and coach station 376 Taunton Town centre 374and Bridgwater bus and coach 375 street and Glastonbury

to Bristol via Wells bus and coach station, to Bristol Temple meads station and Bristol Bus and coach station via Farrington Gurney Clutton Pensford whitchurch Hengrove Knowle Totterdown.

172 Bath spa bus and coach station

Peasdown st john Radstock Westfield midsomer Norton paulton Pensford whitchurch Hengrove Knowle Totterdown



This bus route runs as a main route to south Bristol.

Service of the Bristol city centre to Yate park and ride, Yate railway station bus station chipping Sodbury Wickwar Charfield Wotton under Edge and Stroud bus and coach station.

With the the bus service review and new services in south and East Bristol.

Using clean Air zone money

With new bus services starting in April 2024 of 1 million pounds a year

Joint with the west of England mayoral combined transport Authority mayor Dan Norris

But this money could go further if it was combined with the bus service improvement plan money allocated to west of England mayoral combined transport Authority and North Somerset council for the joint bus service improvement.

What discussion are taking place with mayor Dan Norris and councillor Hannah young over the bus service improvement plan money.

For service starting in April 2024

This would allow more new bus services to operate in East and south Bristol where their no service around Bristlington Knowle Hengrove Whitchurch estate Highridge common.

And evening services and East Bristol

REPLY

BCC and the CA has met with First and other bus operators to discuss opportunities to enhance the bus network, including the in the South and East of Bristol. BCC welcomes the newly announced additional BSIP pot for the West of England region and looks forward to engaging with the CA on how this can be used to make further improvements to the bus network.



QUESTION PQ 62

Question submitted by: David Redgewell

To Cllr. Andrew Brown, Economy and Skills Committee Chair

Subject: Reviving closed buildings

With Bristol being very important tourist economy in south west England.
 With a 5 Billion pounds Tourism economy with its Historic Harbourside Hotwells old market Clifton
 Bridge cabot circus, Blaise castle the Downs
 Oidbury court estate castle Park.
 St Mark road Bedminster Shopping District Gloucester Road montpellier
 Theses area are enjoyed by locals residents and Tourists.
 But the Gateway to Bristol are full of Derelict building around Bristol Temple meads station Grosvenor
 Hotel.
 Bristol ,Exeter,Railway Hotel the closed garage. the Banks on castle Park and High street
 Derelict Banks .
 We now have the Bristol Evening Post and western Daily press building is now Boarded up
 High street shops the are Boarded up
 To be converted to a hotel

Burnt out buildings in East street Bedminster.
 It's pleasing to see the Debenham building being brought back to use
 To use as an indoor leisure centre

What progress is Bristol city council taking to either redevelop theses sites

Or bring building back in to Temporary use and remove the fly posters and Tagging.

**What progress and actions plan does Bristol city council have as planning and economy
 Development Authority and Tourism economy Authority with the west of England mayoral
 combined Authority Mayor Dan Norris.**

To Bring theses site back economy use including Temporary uses .

REPLY

We are fully committed to making best possible use (including through temporary use) of all the buildings in the city and as part of this bringing vacant buildings back into use as quickly as possible.

A tailored approach is needed for each building depending on who owns the building, the condition a building is in, whether it is a listed building and/or part of a wider regeneration area etc. Where compulsory purchase is required (eg for the Grosvenor Hotel) this invariably takes substantially longer than where the Council can work constructively with a landowner and/or developer including utilising buildings for appropriate temporary uses until a permanent solution can be put in place.

The Government introduced new powers known as High Street Rental Auctions on 2 December 2024, giving us an additional tool that can be used on high street properties that have been vacant for a year or more, see [High street rental auctions: Non-statutory guidance - GOV.UK](https://www.gov.uk/government/publications/high-street-rental-auctions-non-statutory-guidance)

