

Strategy and Resources

Policy Committee

Supplementary Information



Date: Monday, 14 April 2025

Time: 2.00 pm

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

6. Public Forum

Up to 30 minutes is allowed for this item.

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Any member of the public or councillor may participate in Public Forum. Public Forum items must relate to the remit of the committee and should be addressed to the Chair of the committee.

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

Please also note:

Questions

1. Written public questions must be received by 5.00 pm, at least 3 clear working days prior to the meeting. For this meeting, this meant that questions were received at the latest by **5.00 pm on Tuesday 8 April**. Public Questions should be submitted via our webform: www.bristol.gov.uk/publicforum
2. Any individual can submit up to 3 written questions.
3. Written replies to questions will be available on the Council's website at least one hour before the meeting.



4. At the meeting, questioners will be permitted to ask up to 2 oral supplementary questions.

Statements

1. Written statements must be received at latest by 12.00 noon, at least 2 working days prior to the meeting. For this meeting, this meant that statements were received at the latest by **12.00 noon on Thursday 10 April**. Public Statements should be submitted via our webform: www.bristol.gov.uk/publicforum



Strategy and Resources Policy Committee
14 April 2025
Public Forum – Questions



Public forum questions have been received as listed below (full details are set out on the subsequent pages):

Q1. Jen Smith: Barton Hill disabilities group

Q2. Jen Smith: Independent investigation into surveillance

Q3. Melissa Topping: Update on Council motion: Make Bristol the UK's most accessible city

Q4. Barry Cash: Budget - charge for using public highway

Qs 5, 6 & 7. Jim Peterson: Budget – Harbour fees and charges

Q8. Dan Ackroyd: Q4 Corporate risk register – Appendix A3 - Details of software EOL

Q9. Dan Ackroyd: Q4 Corporate risk register – Risk CRR 60

Q10. Dan Ackroyd: Openness and transparency – Green administration / Green electoral pledges

Qs 11 & 12. Caroline Dunn: Update on Council motion: Make Bristol the UK's most accessible city



QUESTION 1 FROM JEN SMITH

Barton Hill Disabilities Group

Can you direct me to where I can find information about the Barton Hill Disabilities group. I have been unable to find it. I assume it must be a constituted group with some presence considering it voices the opinions of disabled people?

Response:

Thanks for your question. For clarity, this is not a group which has been consulted in preparing the paper we are discussing today.

Barton Hill Disabilities Group is not an organisation that has been set up by the Council and direct contact details are not held by the Council.

QUESTION 2 FROM JEN SMITH

Independent investigation into surveillance

The Update on Council motion: Make Bristol the UK's most accessible city was voted through in October 2024 and work has progressed on this. The motion for an independent investigation into Send surveillance, was voted for in October 2022 but has not happened. Exactly why?

Response:

Thanks for your question. The motion in October 2022 called upon the Mayor to agree to hold an independent inquiry. The Mayor is no longer in office and agreement in relation to this was not reached during his term.

QUESTION 3 FROM MELISSA TOPPING

Update on Council motion: Make Bristol the UK's most accessible city

Most Accessible city disability consultation.

How has this impact assessment been started by only consulting BCC's own internal group, The Bristol Disability forum, Alun Davies, and has not reached out to any other local run disability groups, or disabled residents?

Response:

Thanks for your question. Our impact assessments are live, iterative documents and are often updated over time to keep them relevant. For this paper, we have engaged through the Bristol Disability Equality Commission, which is separate to the council and made up of external representatives, all of whom are disabled people.

We appreciate and acknowledge that there are many other disabled-people led groups in the city, and the Disability Equality Commission has committed to engaging widely within the sector itself so that as our primary engagement forum it can represent a wide range of views.

We will continue to engage directly with other disability groups, and this will be on a case-by-case basis depending on the project or issue we are working on.

QUESTION 4 FROM BARRY CASH

Budget – charge for using public highway

A 120 square metre area of King Street is occupied by tables and chairs for the benefit of the Llandoger Trow, the Old Duke and the King Street Brewhouse. They pay £100 per annum for this exclusive use. A 10 square metre parking space in Little King street, if fully utilised, will generate £16,060 per annum. The equivalent sum for 120 square metres is £192,720. Given the shortfall in the Council's budget, why are successful public houses being subsidised in this way?

Response:

Thanks for your question. When Pavement Licences were introduced under the Business and Planning Act 2020 in response to Covid, fees were capped at £100. In 2024, amendments to the Pavement Licence were introduced as well as the introduction of the Levelling Up and Regeneration Act that makes permanent the pavement licensing regime under the Business and Planning Act 2020. Under these changes, local authorities are now able to set their own fees, but these are capped at a maximum of £500 for first time applications and £350 for renewals.

Once our new Pavement Licence Policy is approved, recommendations for a new fee for applications will be made to the Licensing Committee.

QUESTIONS 5, 6 & 7 FROM JIM PETERSON

Budget – Harbour fees and charges

Question 5

The minutes of the harbour committee meeting on 26th November 2024 state the comments and item on harbour fees and charges 2025/26 will be passed to the strategy and resources policy committee. I cannot see this item having been discussed by the committee, nor is the item on the agenda for this meeting. Has the committee discussed this item, or have plans to discuss it before the fees come into place on the 1st May 2025?

Response:

Thanks for your question. The Strategy and Resources Committee and then subsequently Full Council in February 2025 considered the budget for the council, which included the consideration of fees and charges increases across all council services as part of the approval of the revenue budget for

2025/26. This is standard budget procedure, and where the council agrees increases to its full schedule of fees and charges.

Question 6

Has the committee been passed details of the considerable and reasonable objections to the proposed increases from stakeholders, the BBCA and the harbour committee members, and if so can it confirm exactly what information has been passed on?

Response:

The Harbour Committee were provided with details of the feedback received for the proposed increases in fees. The Harbour Committee did consider the feedback from the full engagement process that took place with all harbour stakeholders and ran from 11th October 2024 to 11th November 2024. The Harbour Committee did agree that the fee increase proposal progress to Strategy and Resources Committee for approval.

The Strategy and Resources Committee agreed the full schedule of fees included in the budget paper.

Question 7

If the committee is not intending to discuss this item, can it explain how it believes the considerable increases have been implemented in a fair and democratic manner if they have not been discussed by a committee with any decision making power (noting the harbour committee is advisory only, so therefore has to advise someone!) and that the considerable stakeholder sentiment has not simply been ignored.

Response:

The fees and charges were discussed in full at the Harbour Committee. The Harbour Committee while not a decision-making committee can make recommendations. The Harbour Committee did consider the feedback from the full engagement process that took place with all harbour stakeholders and ran from 11th October 2024 to 11th November 2024. The Harbour Committee agreed that the fee increases progressed to Strategy and Resources Committee for approval.

QUESTION 8 FROM DAN ACKROYD

Quarter 4 Corporate Risk Register - Details of software EOL

In Agenda item 7, in Appendix A3, it says "Scheduling Click system at end of life".

What is the terms of the end of life, i.e. is there a date beyond which it can't be used, or is it more just inadequate to current needs and needs to be replaced?

Response:

Thanks for your question. Click is used to pass jobs out to field staff (e.g. Repairs). BCC owns perpetual licenses for this and can operate this system for as long as it is needed. The system itself is now supported by BCC IT as the provider (Salesforce) has withdrawn their support due to the age of the product, and our decision to adopt a new Housing Management System. This is a stable application, and no major issues have been encountered with it.

It will be replaced by the new NEC equivalent products (DRS and Go Mobile) when that system goes live.

QUESTION 9 FROM DAN ACKROYD

Quarter 4 Corporate risk register – Risk CRR 60

In Agenda item 7, for risk CRR 60 there is a mitigating action of: "Housing & Consumer Standards Programme - Training and support to senior leaders and the governing body (H&HDC Cllrs) to understand and discharge their oversight responsibilities under the Consumer Standards & other landlord related statutory requirements" Which has a due date of 31-Mar-25 and a progress of "10%". With this work not being done, it implies that councillors are not able to properly oversee how this city manages the Council homes. When is it going to be completed?

Response:

Thanks for your question. A training session led by Savills for the members of the Homes & Housing Delivery Committee (H&HDC) took place on 10 March 2025. The workshop included the following areas:

- Housing external scan of the sector including key risks
- Role of H&HDC and sector wide best practice for LA's regarding governance and oversight
- Understanding Consumer Standards and links to governance
- The role of a reporting & assurance framework
- Role of the Regulator of Social Housing and their approach to regulation & regulatory grading
- Review of the Committee Terms of Reference and consideration on whether amendments are required to reflect the required role of the Committee
- The improvement plan and how progress is monitored and evaluated

Savills have also recorded a condensed version of the training session, and this will be shared with the members of the Homes & Housing Delivery Committee shortly.

10. QUESTION FROM DAN ACKROYD

Openness and transparency – Green administration / Green electoral pledges

On the 14th of March 2024, the Information Commissioner's Office gave an enforcement notice against Bristol City Council. Bristol City Council lodged an appeal against the ICO enforcement notice on 12 April 2024. As of the 14th of March 2025, this appeal had not been heard. When is the Green party deliver on the electoral pledges it made about "transparency" and "open governance"?

Response:

We do not yet have a decision on the appeal, but the enforcement notice and appeal both date from before last year's elections, when we had a Labour Mayor.

Since Bristol became the first Green led core city last May, we have made significant steps towards improving transparency in our decision making.

The new policy committees meet in public and their deliberation is witnessed and decisions made in an open and transparent way. Members of the public are also encouraged to attend, ask questions and make statements. Prior to the new committee system, key decisions were taken at Cabinet meetings, on a monthly basis, with public forum restricted to items on the agenda. Key decisions in the committee system have been taken through policy committees with representation from all political groups. Today's Strategy and Resources Committee is the 54th policy committee meeting held since June; public forum can now be about anything within a policy committee's remit – since, June, just over 400 public questions and 800 statements have been submitted across all policy committees.

This transparency also extends to the budget setting process where a list of potential saving proposals from council departments were scrutinised in public during the budget process and the public were encouraged to attend and make their voices heard. This resulted in significant changes to the final budget that was put forward to full council.

QUESTIONS 11 & 12 FROM CAROLINE DUNN

Update on Council motion: Make Bristol the UK's most accessible city

Question 11

Why are you employing an ex sustrans employee to do the equalities impact assessment for disabled people when he cannot possibly be impartial?

Response:

Thanks for your question. Just to be clear, no member of staff is employed solely to work on equalities impact assessments – this is an important part of many people's roles, but it is not the only thing that those people do.

Whilst specific members of staff may have previous roles that are, or may be perceived as, less focused on equality considerations, it would be wrong to hold this against individuals. We judge people's abilities, aptitudes and performance based on their actions in their council role.

Comprehensive training and guidance is provided for staff about undertaking impact assessments. We also review and give advice about EQIAs through our equalities team, and Directors take responsibility for approving them to make sure there is senior ownership of the assessment.

Question 12

Why has BCC not carried out any proper consultation with many disabled people before putting any plans into action that inevitably remove disabled people's ability to act with both equality of independent choice about attending events , and equal freedom of action and mobility to ensure equality in being able to access said chosen events , services , shops and facilities.? Ie before contravening the PSED article 149?

Please note consulting BDEF does not count as consultation as they have never asked any of us members about this and what we think or for comments. I speak as a long term member.

Response:

Thank you for your question, but I'm afraid it isn't clear what specific issue you are referring to. The council takes its Public Sector Equalities Duties very seriously, and we go above and beyond its requirements in many cases. Similarly, careful consideration is given to co-design, engagement and consultation activities, and our consultations are open to all, with accessible versions available.

This is not to say we always get things right or that everyone will agree with the end results, but I do believe that we are acting both lawfully and with the best intentions. We will always be open to feedback and we do make changes to many services and projects based on the feedback we receive.

Strategy and Resources Policy Committee

14 April 2025

Public Forum – Statements



Public forum statements have been received as listed below (full details are set out on the subsequent pages):

1. Jen Smith: Make Bristol the UK's most accessible city
2. Melissa Topping: Make Bristol the UK's most accessible city
3. Bex Martin: Make Bristol the UK's most accessible city
4. Peter (no surname supplied): Make Bristol the UK's most accessible city
5. Halima Weheliye: Accessible city: negative impacts of the Liveable Neighbourhood Scheme
6. Dan Ackroyd: Risk reports
7. Caroline Dunn: Make Bristol the UK's most accessible city

Please note: The views and information contained within these public statements are those of the individuals concerned and not of the Council.



STATEMENT 1 – JEN SMITH

Make Bristol the UK's most accessible city

Disabled people in Bristol cannot trust a word of any policy regarding this city being an accessible one.

The report says: 'Bristol aims to be a highly inclusive city and accessible city.'

But this is a city which has ripped away transport for post-16 young people, leaving them unable to access suitable SEND provision.

A job ad currently being advertised for a Lead Independent Travel Training Officer says:

'Experience of working directly with children and/or young people with learning difficulties and/or disabilities and ability to manage challenging situations, often in a one to one setting without support, to ensure the safety of the young person, trainer and/or members of the public.'

The council is taking away transport for vulnerable pupils and putting them in dangerous situations.

Not only is it taking away their transport, it takes away their education as the post-16 options in Bristol are limited and for many entirely inaccessible.

Safety Valve has been a financial disaster, likely to end tens of millions off original targets. This itself has relied on provision cuts. EHCPs for many are still taking up to a year.

There still aren't enough specialist school places for children and young people denying them access to education.

Short breaks for Disabled children have been cut again. For many, there are no shortbreaks. There is of course an illusion of provision, but the reality is that they are either full up, cut entirely or miles away from where the Disabled child or young person lives so they can't get to them.

It is my understanding that phoney disability groups are made-up to tick box off consultation.

I have been unable to track down the Barton Hill Disabilities Group, which was consulted regarding the EBLN. I am suspicious that it does not exist.

But then the Bristol Safety Valve Agreement had been put together in secret with no specific consultation of its own, and that is quickly deflating.

Papers also say: 'Our goal of creating accessible communications is guided by five key principles: Proactive, positive, timely, collaborative, and prioritising well.'

But the fact is that Disabled people in communication with Bristol City Council are in some instances entirely ignored on purpose. These departments need urgent investigation as to why they are allowed to behave like this.

STATEMENT 2 – MELISSA TOPPING

Make Bristol the UK's most accessible city

How can you possibly approach gaining Most accessible city status when you are completely ignoring the disabled, elderly and vulnerable protected characteristics from all consultations regarding transport. Whilst taking away our access routes and parking.

With road blockages and closures happening all over the city. Who do you aim to make this the most accessible city too? As it certainly isn't the majority of us.

It needs to be accessible by All to achieve this. This is not possible under current the transport committee.

Most being ex employees of sustrans or current members means a conflict of interest in transport is in place.

With Transport being only bicycles and buses.

If a golden motion such as this is to be achieved you need to concentrate on disability and equality as your main goal. Not forget we exist please.

Amazing things can be achieved if all are on board. Not just a chosen few. Please make sure the transport committee adheres to Impact Assessment requirements in full, not just a box ticking exercise. Following Equalities Act 2010 and transport act in full.

Throughout transport systems and among policymakers, accessibility urgently needs to be recognised as an issue of human rights and protection from discrimination, not as an optional customer service matter. It is also frequently a health and safety issue. Failures should be vanishingly rare, not commonplace.

We are disabled by society's lack of willingness to accommodate us. Not just our disabilities.

Plans should involve Nothing About Us Without Us.

Thank you for your time today.

STATEMENT 3 – BEX MARTIN

Make Bristol the UK's most accessible city

The council claims it is committed to the Social Model of Disability which recognises the right to self-identify as a disabled person and that people are disabled by barriers in society.

I read about your aim to become the most accessible city in the UK with utter incredulity because at the same time, you are actively placing barriers to access within so-called liveable neighbourhoods.

In the case of the strongly opposed East Bristol (un)liveable neighbourhood scheme, you have made access much harder for disabled people, forcing them into longer, more painful vehicular journeys - under the guise of reducing congestion and pollution. The scheme has the complete opposite effect. Traffic has massively increased (we're still waiting for it to 'evaporate'), and the gridlock is creating increased pollution on boundary roads.

In addition, the installation of planters to block roads, has been done without any consideration of disabled people. The planters block some of the drop kerbs, making it difficult and in some places, impossible to navigate using a wheelchair or mobility scooter.

Your consultation methods have not been inclusive or accessible. Your claim of engagement with disability groups is a complete fabrication. You do not listen to or care about your residents' accessibility needs, particularly if they are disabled.

STATEMENT 4 – PETER

Make Bristol the UK's most accessible city

Who are you making the city accessible to? Several areas of East Bristol have become less accessible since the introduction of the EBLN scheme. The pavements of Beaufort Road are now less accessible to pedestrians and those with children and buggies, especially those going to St. Patricks School. The side streets are now less accessible to motorists, refuse collection vehicles and emergency services. Residents are now faced with the withdrawal of next day postal services in the area due to the increased congestion and regular blocking of the roads. Access to the Settlement is now more difficult with the closure of Ducie Road and residents of Barton Hill feel ghettoised.

The bus gate on Marsh Lane is not wanted by the community and provides no discernable benefit, even with the trial of the new route 16 bus route. The increased congestion and pollution on Church Road has also resulted in an increase in pavement use by cyclists and e-scooter users. The promotion of walking and cycling above all else is an ableist policy which does not recognise the reality of moving about the city. For example, why does Lawrence Hill railway station remain inaccessible to the elderly and infirm? Many stations in other cities have lifts down to the platform - is this really so hard to do?

The definition of accessibility is the 'removing of physical barriers where possible; making service adjustments to allow a wider range of people enjoy their experience'. The EBLN has failed this test.

STATEMENT 5 – HALIMA WEHELIYE

Make Bristol the UK's most accessible city

I stand here today to highlight the serious consequences of the so-called Liveable Neighbourhood Scheme in Bristol—because for many of us, it is anything but liveable.

People with disabilities are struggling to access their own homes due to road restrictions. Parents are watching their children arrive late to school because the roads they once used are now blocked. Businesses are suffering as customers struggle to reach them. And most alarmingly, emergency services have already been blocked from reaching people in urgent need. Just recently, an ambulance was delayed—costing precious minutes that could mean the difference between life and death.

We are told that training emergency services will solve this. But how do you train an ambulance to drive through a road that no longer exists? With so many high-rises in this area, the risk of fires is real, and delays in emergency response times could be catastrophic. People are anxious, and rightfully so.

Despite clear evidence of these problems, our concerns are being ignored. Why are the voices of the people who live here being dismissed? Why are the warnings from residents, businesses, and emergency responders being overlooked? This scheme is not making our neighbourhood more liveable—it is making it more dangerous. It is time for decision-makers to listen, act, and put the needs of the people first.

Thank you.

STATEMENT 6 – DAN ACKROYD

Risk reports and inadequate governance

The "risk reports" are failing to properly inform this council by failing to give a clear picture of how much work there is to do to rectify the "risks" the council is exposed to.

I think calling them "risks" is part of the problem. Most of the items listed are not risks, they are ways the council is currently failing to act lawfully.

Of the risk items I understand, CRR 60 (the one about how much work there is to bring the housing department up to a lawful standard) is the most egregiously obfuscated. To be clear, work is progressing, which is to be expected since the housing department has increased its headcount by around 200 staff. However in the current risk report for CRR 60 there are 8 mitigating actions that have a "due date" in the past, which apparently are not complete. How is that meant to be interpreted? There is a new mitigating action of "Develop a Consumer Standards Improvement Strategy" which is not marked as new. How are councillors meant to keep track of which items were there in previous reports, and which ones are new pieces of work?

To note, I have to wonder why an improvement strategy is only being developed a year after the transformation programme started. There are really quite significant items of work that have had their 'due date' pushed back continually. I'm going to list a few with their "due dates" and "progress". With the current format of the report, it's hard for people to see this 'slippage'.

Building safety – Address interim posts in key positions of building safety team Original - Mar 2024, 25% Now 31-Oct-25, 60% aka, the Housing department is still lacking permanent staff.

CS Transformation Project - Implementation of the NEC Housing IT system to support the HRA to meet the requirements of the Consumer Standards Original - Dec 2024, 3% Now - 28-Mar-25, 25% This is a major piece of work. It has slipped, and could cause disruption to the service. I tried to get details of the risk at the last Housing cmmt. I am quite angry at the dismissive and uninformative answer that was given.

Fire Safety – Fire evacuation strategy identified per building Original - May 2024, 80% Now - 31-Mar-25, but only 22% complete How does an item move back from 80% complete to 22%? Building Safety - Evidence that all Building Safety Bill obligations are being met by ensuring all in scope buildings are registered and key building information supplied. Original - Aug 2026, 9% Now - removed as a mitigating action Presumably this was just too embarrassing.

Building safety – Finalise and implement per block resident engagement strategy Original Mar 2024, 30% Now 31-Dec-25, 40% This is the mitigating action that I think Cllr Parsons has made the gravest error on. It is clear that relation between the Council and tenants is abysmal. Great effort should have been made to maintain and improve communication between the two. I asked at the Homes and Housing cmmt on 19 July 2024 when this piece of work was going to be completed. The answer was very confident that the work would have been done by October that year, i.e. three months later.

<https://democracy.bristol.gov.uk/documents/b35548/Public.00.pdf?T=9> - page 4 And now the estimate is for the work to be done by the end of this year. And in the meantime, the Housing Management Board, the one place where tenants could question officers in public has been shut down.

This is completely inadequate governance. On a separate matter, I continue to be astounded by the Green's failure to uphold their electoral pledges regarding 'openness' and 'transparency'. This council still has a combative FOI process, still failing to publish decisions taken, and is still appealing against the enforcement of

the ICO ruling against it. I can't see any action taken by the Green leaders of the council to change this situation. Perhaps some action has been taken that I am not aware of, but to me it looks very much like the electoral pledges made by the Green party are not worth very much at all.

STATEMENT 7 – CAROLINE DUNN

Make Bristol the UK's most accessible city

The Emperor has NO CLOTHES

This report is about making Bristol accessible , and is not itself really accessible... .With a high reading level some bits were far from understandable . Furthermore I feel it is a key decision but labelled non key - why ? Accessibility is a KEY issue for many inhabitants and to satisfy the PSED. Then from day1 these Motions weren't publicised at all , so you have to be on the ball and look - the Council has learning points on both these issues IMO.

The Council needs to make ITSELF accessible ! You need more people coming along to meetings , but noone can find out about them just in the general way of things . So you only get people who are annoyed about something finding out and coming . This leads to and builds in conflict. This is not good for "democracy" . I find out now , I never used to : nothing eg in the free community handout mags. No posters . Ever . The Motion talks of info on a website to be about disabled facilities . Many disabled people don't do websites , and only ONE ???- you need many points of distribution websites plural , not just many ways. .

The Motions are well meant and what could be wrong ? Several things .

A large part of accessibility is Transport and whether you can get to places and yet the Transport Committee has an ex Sustrans worker Chair , Plowden and the EqIA person is I understand also sustrans. I feel this is the tip of the iceberg. No wonder then I feel we are making cycleways for young to middle aged men , instead of Disabled Ways for the most disadvantaged group - the disabled. I have heard long periods of conversation in the Transport meeting without anyone ever mentioning , ever considering the effect on or impact to the disabled . I really feel this whole issue of impartiality has to be questioned !!! But , a suggestion , how about some actual disabled people as an adjunct to the meetings ? An attached group , not one person, that can be consulted ad hoc ? I do not feel that all committee members are a heartless part of the juggernaut we seem all to be on. People just lack knowledge - see my previous statements to full council of january and transport of february. This idea about disabled tax class vehicles is good - but my car isn't. I have to apply for a partial refund of tax . I will still be excluded .. Good idea needs some refinement . Needs some contact consultation with real disabled people .

However this is the biggest problem - the lack of consultation of disabled people that both the first Motion passed and the current amendment refer to .

You are relying on talking to certain organisations . These organisations do not consult us the disabled people. You may think they represent us , but this is to a very limited extent.

Noone from the disabled commission eg has ever asked me - and I would have replied - what I thought about this massive exclusion of the disabled from their city .

I asked BDEF for help - to circulate my first speech to the membership /email list - I was looking to ask for comments ie CONSULT OTHERS . the new director refused to do this. Despite it costing them nothing.

BDEF has never consulted its membership about these things

WECIL has never consulted, and its not really what they do anyway . They are an advice organisation.

WHO do you mean by other key partners ?

NONE of these advertised in a newsletter or extra email which we sometimes get from BDEF about the social action day in the council saturday 5th . No chance people would turn up there , then ; no chance for membership to air views .

BPOF have JUST recently started consulting and have realised the accessibility needs of their disabled members . They are a good organisation .

But all these organisations are council run or council funded and I have run into their not wanting to annoy the council before , and also their toeing the council “executive party” line.

You have it seems to me a small number of people talking to a small number of people , and this is NOT consultation . You cannot and must not rely on these organisations until you have insisted on their instituting new democratic procedures for determining what their membership think ,want , can have a chance to contribute , and attempt some citywide genuine consultation - which has not happened ! I am sure also that a database of many disabled people for the council itself to circulate with consulting emails could easily be formed.

To finish : This is all well and good and sounds lovely , but is it just lipspeak ? I don’t know.

What I do know is :

NOONE has yet grasped that blue badges mean you should be able to get CLOSE ENOUGH

Not just “Closer “

This means you have at the very least the minimum, to allow people who rely on their cars access, and you have to make more disabled bays !