



**Bishopston, Cotham & Redland
Community Partnership**

Minutes of the BCR Community Partnership Public Forum held on Monday, 22nd November at 7.30 pm (NB. On-line meeting)

The meeting was attended by approximately 40 participants.

1 Welcome and Introduction

- 1.1 The Community Partnership Chairman, Roger Gimson, welcomed everyone to the meeting and explained that transport issues had been selected as the main topic for the Forum following the response of members to a survey of possible Forum topics

2 Update from BCR Street Scene – Barney Dean

- 2.1 Barney Dean reported that the pandemic meant that there had been no formal large group activities in recent months but small groups and individuals had carried on with cleaning up graffiti / tagging, litter picking, etc. Street Scene continue to supply cleaning and maintenance supplies to street groups.
- 2.2 Replacing street lights is subject to delay because of a shortage of light bulbs but people should continue to report street light faults to the City Council.
- 2.3 Street Scene have no regular funding sources and rely on donations from individuals and traders. The Co-op had named Street Scene as a Good Causes Group 2020-21 and given money for which Street Scene is very thankful.
- 2.4 Making use of Mailchimp Street Scene have a newsletter emailing list which people can join.
- 2.5 In response to a question Barney said that graffiti levels were not getting discernibly better or worse but there has been a shift in pattern from main roads to side streets.
- 2.6 It was important that people report graffiti to the Council and the police – the more cases are reported the greater the chance of the graffiti problem being given a higher priority.
- 2.7 Paul Bullivant asked whether the City Council were doing anything about tagging (eg. giving talks in schools).

3 Update from Neighbourhood Police - PC Mark Jackson and PCSO Jonathan Farmer

- 3.1 PC Jackson reported that there were two types of crime that police action was being prioritised to tackle in our area – bike thefts from garages and garden sheds, and the throwing of items over the walls of Horfield Prison.
- 3.2 A total of 53 bicycle thefts in the area have been reported to police in the last three months – 16 in the last month. An Operation Remedy police team have been targeting this crime, particularly with regard to catching serial thieves.
- 3.3 It is important that people owning expensive electric bikes and mountain bikes take precautions to reduce the risk of theft (e.g. changing routes to make it more difficult to be followed home).
- 3.4 Bikes should be marked to make it easier for them to be re-united with their owner if they are stolen and then recovered. Cyclists should contact the police about bike marking sessions.

- 3.5 People throwing items over the walls at Horfield Prison is a constant problem. Letters have been sent to local residents asking them to report suspicious activity (eg people loitering, people without dogs carrying ball throwing slings) in roads close to Horfield Prison - notably Longmead Avenue and Clevedon Road. The police presence in the area has been increased to tackle this practise but they cannot patrol the roads all the time.
- 3.6 Nets have been put up on parts of the prison walls close to the exercise yards but these have been damaged and not replaced due to other funding priorities.
- 3.7 The safety of children going to school in the Lancashire Road area was raised by one attendee. PC Jackson said he knew about one incident in Sefton Park Road but was not aware that there might be other incidents. He would check this out. There were precautions that could be taken such as children walking in groups.

4 SEND a Welcome Project – Daniella Radice

- 4.1 Daniella explained aim of the project – to support children with special educational needs and disabilities in the Bishopston, Cotham and Redland area. The project is working with the Ardagh Community Trust and other partners to secure work experience placements. Daniella asked whether anyone knew of businesses which could offer placements.
- 4.2 The project has formed a new partnership with Mencap and Stepping Stone under a community awards programme. Mencap will provide staff support (two community workers) and funding to work with people and organisations as part of a pilot area scheme.
- 4.3 Daniella agreed to keep the Community Partnership updated.

5 Roads and Travel

Introduction to Transport Funding

- 5.1 Roger Gimson reported that there was a new page on the BCR Community Partnership web site (bcrcp.org.uk/roads/) which provided links to a number of road and travel initiatives including transport corridor improvements and liveable neighbourhoods.
- 5.2 The framework for funding transport and road improvement schemes is complex. The City Council has a limited budget for minor road schemes such as road crossings and road closures and is dependent on Government funding for larger infrastructure projects. Government funding is obtained through a bidding process by the West of England Combined Authority (WECA) who are primarily responsible for transport strategy and programmes in the sub region.
- 5.3 Making even minor changes to local road and parking arrangements can be expensive and time consuming using what are known as Traffic Regulation Orders (TROs).

Cotham Hill / Overton Road Consultations

- 5.4 Both these roads were closed during covid to create traffic free spaces and help local businesses. This has led to plans to close these roads / parts of these roads on a permanent basis. Public consultation is currently being carried out on the proposed Cotham Hill closure and initial feedback on the proposed Overton Road closure has been completed. There is support for the latter closure, which will involve changes to neighbouring roads, but it has not been identified as a priority by WECA: there is also no provision for WECA to transfer money between schemes.

Chandos Road Initiative

- 5.5 Chandos Road Neighbourhood Association have carried out a consultation as part of a campaign to make the “rat run” affected Chandos Road more pedestrian friendly and safer. Proposed traffic calming measures include installing street furniture and planters, and painting the street surface.
- 5.6 The proposals are supported by the Council’s Transport Executive member, Don Alexander, and the Mayor but to date there has been little feedback from Council officers who can only offer limited support. There is also an issue about funding: a Community Infrastructure Levy bid might be a possibility.
- 5.7 Councillor Emma Edwards reported that the Neighbourhood Association have applied to WECA for funding for bike racks and bikehangars.
- 5.8 Discussion widened to the problem of traffic speeding on through roads in our area with Somerville Road being cited as a prime example. It was recognised that through road problems require a holistic area approach as changing the traffic regime in one road may simply have the effect of shifting the problem to another road. A wider area approach would direct traffic away from a residential area onto main roads.
- 5.9 The problem of parking in the area close to Horfield Prison was raised by one attendee – a result of prison employees and people working on nearby Gloucester Road using cars rather than public transport.

Pavement Parking and Other Obstructions

- 5.10 The Government’s Department for Transport have carried out a consultation on pavement parking which offered three options - make it easier for local authorities to apply for a TRO; give them the power to enforce restrictions; or introduce a nationwide ban on pavement parking (see link on BCR CP website): a ministerial decision is awaited. Only in London are there currently legal powers to take action against vehicles parking on pavements.
- 5.11 The current position is that police are empowered to take enforcement action on parking only where there is an obstruction to other traffic. This may happen when vehicles parked on a corner make it difficult or impossible for other vehicles (e.g. recycling collection lorries) to negotiate that corner. Melbourne Road was cited as an example where this often happens.
- 5.12 Paul Bullivant enquired whether anyone knew what Bristol City Council would do if they were given legal powers to tackle pavement parking.

Van Dwelling

- 5.13 Information on the Council’s policy on van dwelling can be found via the Community Partnership website which has a link to the policy. The Council has provided some dedicated spaces for van dwellers but these are often not used and, in any event, not sufficient to keep pace with the city’s van dwelling population.
- 5.14 A map produced by the Council shows the location of van dwellings in Bristol including concentrations in our area on Kellaway Avenue and around St. Andrews Park. The Council monitors whether the impacts are high or low but the ability to take action is limited as vans are legally permitted to park on roads where there are no parking restrictions.
- 5.15 The Council has the authority to take action where there are deemed to be anti social and/or environmental health issues.
- 5.16 The sanitary problems caused by van dwellers in the Saville Road area on the Downs was raised by one attendee. It was pointed out that The Downs Committee had powers to take action.
- 5.17 Paul Bullivant reported that BOSA has used the Council’s complaint procedure to challenge the Council on how it is managing / not managing the problems caused by van

dwellers (and unoccupied vans) at St. Andrews Park: these include the increased danger to people trying to cross roads. Paul commented that the Council seemed more interested in van dwellers rights than the rights of local residents.

5.18 Some vans seem to have been parked around St. Andrews Park by people living in resident parking zones so that they could avoid paying resident parking charges.

E- scooters

5.19 Roger Gimson reported that the problem of E- scooters causing obstructions on pavements had been raised at a Bristol Walking Alliance meeting. This problem was partly due to bad parking, partly due to there being no lines of demarcation where scooters should be parked. The possibility of scooters being parked in vehicle parking spaces on the road rather than on pavements had been discussed – but this would require a traffic regulation order in each instance to allow scooter parking.

5.20 WECA are considering proposals to extend the Government supported E-scooter trial which was due to end in March 2022. WECA have commissioned UWE, Bristol to evaluate the scheme.

5.21 The rental e-scooter operator Voi have set up an on-line system where complaints involving E-scooters can be reported.

School Streets

5.22 The City Council has introduced a scheme to prohibit motor vehicles from using streets close to schools at the beginning and end of the school day in order to improve road safety. Unfortunately the criteria being applied means that the more potentially dangerous through roads such as Bishop Road cannot be considered for the scheme. Only two schools per year are being selected for the scheme.

Liveable Neighbourhoods

5.23 As indicated earlier in these notes there are limitations as to how much can be done to improve road safety and create more liveable areas by closing single roads as this often shifts parking problems and road traffic flows to nearby roads. The City Council's liveable neighbourhood initiative is aimed at achieving a more holistic area approach where traffic is prevented from driving through an area. The Council are giving greater priority to this area based approach than other traffic and parking options such as resident parking schemes.

5.24 In line with this approach Councillor Fodor reported that a Liveable Neighbourhood Strategy has been drafted by officers and was due to be considered at a recent joint meeting of the Growth and Regeneration Scrutiny Commission and the Community Scrutiny Commission, accompanied by a presentation from officers. This item was removed from the agenda on the instruction of the Mayor as he had decided to await the results of a WECA funded £150,000 pilot scheme in St. George before proceeding with the Strategy. There was also an issue about securing further funds from WECA to implement the strategy notwithstanding the fact that it will be more difficult to secure funds without having an agreed strategy in place. It is anticipated that the Executive Member for Transport, Don Alexander, will issue guidance on where the liveable neighbourhoods initiative goes from here but for the moment there is uncertainty about the initiative and whether it will be afforded funding and officer support.

Bus /Transport Corridors

5.25 Information on the transport corridors strategy can be found via the Community Partnership website link to WECA.

5.26 WECA are giving priority to the number 2 route which includes the A4018 and Whiteladies Road. This is partly due to the traffic generation impacts of the large scale

housing developments at Cribbs Causeway. Eight further routes are being looked at including Gloucester Road (the 75 and 76 bus routes) but it seems that Gloucester Road is not being prioritised.

6 Updates from Councillors

6.1 Councillor Fodor reported that the Parks and Open Spaces Strategy is being considered by the Communities Scrutiny Commission on 23rd November. Councillor Fodor also reported that he was in contact with local residents about the proposed development of the St. Christopher's site which could have adverse visual and parking impacts.

6.2 Councillor Edwards reported on a meeting she had attended about rat runs and speeding on roads including Somerville Road and Springfield Avenue. One possible action being considered is to use community police officers with speed guns to enforce the 20 mph speed limit.

6.2 Councillor Edwards also reported on a number of other activities including a survey of the potential for resident parking in parts of Bishopston and Ashley Down and a survey of areas / roads which might be suitable for bikehangars (which could also help address speeding problems).

7 AOB

7.1 Roger Gimson advised the meeting that the next forum meeting will be in the New Year when a decision will be made about whether to have either an on-line or face to face meeting.

7.2 Roger thanked people for attending and making contributions to the meeting

*Kevin Chidgey. BCR CP
26th November 2021*