

DEC 2015

Apologies in advance to those that do not need to be included on this list.

It is aimed at residents of Knowle and anyone else that would like to know what is happening in the area, or has an interest in some of the citywide issues reported.

You are welcome to stay but please e-mail me if you want to be removed from the list. The E-Focus is an addition to, and not a replacement for, the paper quarterly

Knowle focus

Welcome to new Readers.

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We hope you all had a very good Christmas and that everyone is looking forward to the New Year. This edition of e-focus, as well as the new issues and information that have come up since our paper focus went out a few weeks ago, has articles from both of the paper editions, in case you are interested in an article that did not get through your letterbox.

As many people will know, the Boundary Commission has already decided on bringing another 500+ households into Knowle Ward which are in the areas to the west of Redcatch Rd (Hill) and Newquay Road. This takes effect from May 2016 but we are already covering these areas to find out what is needed and address people's concerns. Sadly we lose one side of Wootten Park and Hither Bath Bridge.

Because we had a huge amount to cram into Focus, and some articles were more relevant to Wells Rd area and some to Salcombe Rd etc, we did 2 editions with

some common articles and some split.

THE ARENA PLANNING APPLICATION.

Most, but not all, welcome the Arena at Temple meads. However there are significant deficiencies in the transport and parking planning that need to be addressed if this asset is not to turn into a local problem.

[**Focus Article** - We await planning application for the arena - hopefully to be covered in our e-focus in a week or 2 (but delays in submission could occur). Meanwhile we have been looking at possible solutions to the parking problems. Hearing the continuing troubles of Southmead and Horfield residents, suffering from Southmead hospital parking, has redoubled our resolve to press for resident protection in Totterdown and Knowle. Amazingly to deflect criticism from himself for failing to help residents, the mayor said that there should have been a planning condition. WE COULD NOT AGREE MORE and that is exactly what we want for the arena BEFORE the problems occur. Thanks to Knowle Park resident Dave Wood who helped Gary on a tour of St Phillips for potential parking areas for the arena. Great local knowledge. Arena officers have been notified of helpful suggestions but so far no response.]

UPDATE

Although there have been cosmetic changes, which although small we welcome, the main problems are being steadfastly brushed aside by the mayor. Worse is that a couple of the press releases seem to be carefully designed to give the impression of a problem being dealt with when in fact it has not. Submissions to the planning committee could well be effective as they, despite attempts to influence them, are independent of the mayor.

The positive changes so far are:-

- 1 A ramp leading down from 3 Lamps to arena island for bikes and pedestrians.
- 2 A small reduction in the numbers trigger point for the deployment and use of the existing park and rides.

The areas where people may have been misled:-

- 1 The pavement/cycle lane from Temple Meads to Three Lamps is dangerously narrow. A press statement in connection with 1 above gave the impression of this being addressed. It is not and should be.
- 2 Despite the fact that the arena development is paying for the capital cost of a residents parking zone the Mayor (and Green party) have no intention of local residents benefitting from this, and the proposal is to rake in even more profit from those that should be benefitting from the mitigation measures.

The key areas that are still to be addressed:-

- 1 The pavement as above in 1
- 2 A detailed plan needs to be OFFERED to local residents for a parking zone. The times of operation, areas covered and charges, to be decided locally not as an

imposed tax. With the capital cost covered, ongoing running costs are very modest and the power to fix the charges should be devolved to local Cllrs who would run it sustainably but not for profit.

3 The 3 lamps junction needs to be remodelled to allow turns from Wells Rd to Bath Rd.

[**Focus article** - The mayor resists the demands from the community for a right turn from Wells to Bath Rd despite Gary showing officers the solution. One justification for changes at Temple Meads is to “allow the traffic to flow better”. We pointed out that traffic queuing to ‘u’ turn at Fowler’s already causes delay. Removing that need would help at a fraction of the cost of the planned remodelling. No answer from the mayor.]

4 Consideration needs to be given to using the large number of available car parking spaces available in St Phillips, and linking them to the arena with a small bus operating on a circular route, from the arena to 3 lamps to St Phillips and back, via Cattle Market Road.

All of the above have been put to the mayor or his appointed officers without a positive response. We will be putting them to the planning committee.

WHAT CAN YOU DO NOW?

A. Write to planning;- development.management@bristol.gov.uk

or write to

Development Management, Brunel House, 2nd Floor, Bazaar Wing, Bristol City Council, PO Box 3176, Bristol, BS3 9FS.

If commenting in writing please include the date, your name and address, the application number/s (see above) and the site address (Bristol Arena and/or Arena Island).

The applications will be available for comment until 11th January 2016.

Planning Case Officer: Peter Westbury – 0117 922 3000

B Write to the planning committee:- The statement should be addressed to the Service Director, Legal and Democratic Services, c/o The Democratic Services Team, Brunel House St Georges Road PO Box 3176 Bristol BS3 9FS or email - democratic.services@bristol.gov.uk

C Sign the petitions @:-

<http://www.bristolarenapetitions.co.uk>

Better still do all 3 and copy us in so we can follow up. The opening may be 2 years away but the planning committee could well be the last chance to sort the local issues.

TAKING THE LOLLIPOP

The good news is that we can provide an update to the story in the paper focus (see below) that talked of the campaign to retain the right to have a lollipop crossing person on Broadwalk for Knowle park school. Not an easy job to fill though so we joined in by spreading the word. An appointment has been made and I know

children and parents will give our new person a good welcome at the start of the new term.

[**Focus Article** - Parents from Knowle Park school were concerned when our lollipop person at Broad Walk left and the council were reluctant to allow a replacement. However excellent lobbying from the school and parents backed up by Councillors and the go ahead has been given. It is, although extremely rewarding, not the job for everyone. If you want to work term time morning and evening (10 hours) for £7.85 an hr then contact Frances Dansie on 9224464 or 07500120320 or frances.dancie@bristol.gov.uk.]

BROADWALK (and other grass verges)

After questions in council and chasing both the Mayor and the council chief officer we finally seem to be making some progress on getting the issue of parking and driving on the grass dealt with. Police and council officers have been powerless to deal with this anti social practice but our demand for a Bye Law and enforcement may finally be met after a meeting with the officer in charge of parks and housing. We are keeping up the pressure.

COUNCIL TAX BASE

Each December every council has to agree, and submit, to the government an estimate of the number of properties of what value, from which it expects to collect council tax. It is this figure, multiplied by the rate set in the Spring, that decides how much money the council puts in its budget for the next financial year. In his first budget, because of taking office in November, the mayor effectively inherited his budget, but the next year Lib Dems challenged what we thought was a very low estimate of the council tax base. There was some adjustment, but it was still shown a year later to have been very low. This matters a lot because it effectively forced more service cuts into the budget. Last year the same underestimate happened and again we were shown to be right. This year Lib Dems took the very unusual step of voting against the Budget but other parties seemed to be asleep as they nodded through what are effectively unnecessary cuts.

COUNCIL CASH RESERVES

The council is involved with many large projects, and history tells us that costs can go up and there needs to be a contingency for the unexpected. When Lib Dems left office and the Mayor took over there were very prudent reserves, and our planning was one of the reasons we had been able to freeze council tax for some years. The council's finances are now a mass of contradictions. Council tax has risen at the maximum allowable without a referendum (and so losing a government grant), charges for parking etc have risen (according to BBC report) faster than almost anywhere else in the country, and services and grants have been slashed. Millions have been paid out in redundancies, but at the last count staff numbers were rising despite the fact that some departments are chronically understaffed. Partly as a result of inherited funds, and partly because of cuts in services, the council is awash with cash which is sitting on deposit at 0.5% interest rate. All this while poorer households struggle to pay the bills, and needed investment projects are cancelled. There will of course be the massive cost of the arena, and rumours are starting to leak out that the bill is way above that which has been declared publicly.

ROAD SAFETY SCHEMES

Over the last 3 years local road safety schemes have been delayed whilst the large, centrally controlled programmes, on residents parking zones, and some bike lane schemes have progressed (ironically some cheap localised bike inclusive schemes have suffered). This is happening even when we find the money locally to pay for schemes as staff are re-assigned.

Airport Road 2 years ago we supported residents calling for some safety measures on Airport Rd. As well as vehicles regularly vastly exceeding the speed limit, there were vehicles driving on the wrong side of the road approaching Wells Rd, trying to get to the right turn filter light. Lets face it, being a main road, it is never going to be perfect but changes are needed. The Mayor's response to questioning was that there was no money but that things would be sorted when a new bike lane scheme came in. Well, officers have put out the plans and as well as ignoring the previous concerns (poor record keeping and lack of coordination is unfortunately common these days), they would have made things more dangerous for cyclists, pedestrians and residents. At a cost of £720,000 this would have beaten even the Clarence Rd fiasco. If officers had spoken to us first, some of the time wasting and cost could have been avoided, but officers in this case at least now seem to be realising, after residents comments matched ours, that a rethink is needed. Hopefully they will now adopt the suggestions and at least, unlike Clarence Rd, we may avoid construction and subsequence digging up again.

Clyde Rd, Clyde Terrace & Sydenham Rd Some residents have suggested that the little 3 road loop should be made one way. Given that no construction would be needed this would be a very cheap scheme, but we will do some very careful consultation before it goes anywhere near traffic management. Experience has shown that things rarely turn out to be as simple as first thought.

Woodbridge Rd and Redcatch Crossing point Simple plan for a table at the Redcatch Rd crossing point and Wood bridge to be one way. Massive agreement but no staff available to deliver.

Knowle Park School Finally delivered after long delays a simple scheme that reduces, but does not eliminate, the danger to children and reduces rat running.

Axbridge Road Crossing Finally this is being constructed. The original request from residents, which we supported, was for a safe crossing and eliminating dangerous parking on pavements and corners. Tesco refused to fully cooperate so subsequent Traffic Management Officer design has resulted in a narrow road. Works are not completed and the crossing and zig zags are not in place. We have concerns but we will have to wait to see how it works in practice, particularly with how it affects Friendship Road.

Glena/Selworthy/Priory etc There is a need for action here but it will not be simple. All of the other schemes, apart from design detail on Axbridge, have effectively been designed by us in conjunction with local residents, but the traffic flows around this area are complicated and one decision on one road will have a big knock on effect. This means that we will need officer time and monitoring which is in short supply. We will keep pushing.

Talbot Road Combinations of Bath Rd congestion, the awful design of Talbot Rd and the lack of alternative routes (like the 3 lamps) have led to morning tailbacks building up so far back they cross Wells Rd. This is not a sustainable position and we have asked for talks with the head of transport and the implementation of measures elsewhere to reduce local volumes.

RAIL SOLUTIONS

Constructing new rail lines is staggeringly expensive and probably not deliverable, but the common theme in the Bristol area is making better use of what is already there. Prior to the Mayor the investment in the Severn Beach line dramatically increased usage, and the agreement to open the Portishead line for passengers is progressing. Unfortunately the Henbury loop, using existing track, has been downgraded. But worst of all has been the delay putting in a simple platform at the join of the Portway park and ride and the Severn beach line, and the backsliding on a new Ashton station on the new Portishead line. These of course took advantage of connections between different transport systems. (Rail bus park and ride and rapid transit) so are even more valuable. We were involved with a motion to council urging the Mayor to get his finger out.

OLD LIBRARY SITE

Although there has been considerable interest in developing the Knowle Library Site no suitable development has been found. As many of you will know the plans for an attractive development at the old library and garage site were dealt a fatal blow by the property crash back in 2008. Until the market recovered there was little prospect for action but with Bristol in general, and Knowle in particular, very much on the up for property values Frogmore are now reporting considerable interest from several sources for development. Having waited this long it is important to get it absolutely right so we expect some very careful consideration and evaluation before a deal is done and a new planning application comes in. Given its proximity to the park, a shopping centre and better than average public transport It is clearly now a very attractive site. After pressure from Chris to tidy the site and improve the appearance, the manager of Broadwalk Shopping Centre has agreement, from the London based owners, to finance the removal of the ugly wire fencing and replace it with painted panelling. Contrary to accepted belief the site is not owned by the City Council but by Frogmore the owners of the shopping centre and we can only seek the good offices of the owners to maintain an acceptable condition and encourage them to market the site.

FILWOOD GREEN BUSINESS PARK

When faced some 5 yrs ago with the challenge of helping job creation in Filwood (Knowle West) area, the neighbourhood committee (at that time 4 Lib Dem and 2 Labour Cllrs) were motivated to go for original thinking. The old hanger site off Airport Rd was available following partnership work with a government agency. We knew that better road and public transport were a vital ingredient and those are now being built, and bog standard industrial units could well have stood empty. There was already a push to enhance the city's growing environmental reputation and have the benefits felt over a wider area, and so after consultation and involvement with the local community, the concept of the green business park was launched.

It was to be built to the highest environmental standards and specialise in new and smaller companies in the environmental sector, with an aim to grow local jobs. Council officers provided the back up, and half of the £12M was obtained from a European Union grant. The other half came from the West of England Local Enterprise partnership.

After having won recognition for its high standards in BREEAM awards in 2013 and 2014 the development gained further recognition when it was awarded Building of the Year by the international 2Degrees Network, for the outstanding contribution to sustainable regeneration. It was an exciting moment when Gary and Chris attended the opening earlier this year and met many of the new business leaders.

The development is already attracting tenants, and a snowball effect is happening as many of the innovative and high tech businesses will feed from each other. They will also benefit from very low running costs due to the building designs. There will be 150 affordable houses as part of the plan with a new park and play park. This is not an overnight project and putting in place all the funds and plans has been a long slog, but this type of real long term investment is what counts and one of the real reasons that Europe recognised Bristol.

SALCOMBE RD DEVELOPMENT

We get regular enquiries asking when the new affordable housing is going to be built . This will be 35 units on the bottom 1/3rd followed by a new park in the middle section. There was delay within the council as highways and development officers had some detailed discussions, but that is all cleared and the plan is now sitting on the desk of the government minister who has to tick it off. As the money from the sale is ring fenced for parks (most of it local) we will be chasing as we do not want improvements held up.

The following are from the 2 editions of Focus -

CO-WHEELS SOCIAL ENTERPRISE CAR CLUB

When Gary was dealing with Transport, assistance was offered to a new organisation, run by Pierre Fox, offering a new way of getting around. Car clubs have been around for a few years, but being a social enterprise gave them an edge over commercial operators - no shareholders and cheaper. After a start in Bristol 5 yrs ago, without a huge advertising budget they are not so well known. Co-wheels have a busy car at Lilymead Ave; are very keen to add more cars in Knowle and attract new members and are vastly cheaper than the commercial competitors. Cars from £3.75 an hr, £22.50 for 24 hrs and mileage 40% cheaper than City Car Club. Life membership £25 (£60 a year with City) but waived for members transferring from another club. Their cars replace an average 8 cars and are a much cheaper alternative for many especially when combined with still scratchy but improving bus service, It could replace your second or even first family car. The more that join the better the local service. Co-wheels now operate in 50 UK towns and cities with new low-emission vehicles, and arrangements with Toyota have allowed them to use hydrogen vehicles in Aberdeen. We believe hydrogen is the fuel of the future but the mayor's backward thinking on this is hampering progress. Anyone can use Co-wheels - www.co-wheels.org/bristol

ZERO EMISSIONS VEHICLES

There are basically 3 options for reducing deadly air pollution much of which comes from (especially diesel) vehicles. Air pollution causes many more premature deaths than road accidents in Bristol. There are 3 competing technologies but which is the real future?

Bio gas produced from organic waste, is also good from a non global warming point of view and we have demonstration models, and would be good for buses.

Electric. How was the electricity produced? Challenge is producing a good enough range and even more so reducing the lengthy refuelling; impractical for average use unless there is massive progress.

Hydrogen. At present not great from a production point of view but highly energy intensive and the perfect product to make with " spare" power from renewable sources. You fill up vehicles as you would with petrol and the range is fine with buses, lorries and cars already up and running and being produced in the UK.

Refuelling points - the key for all these technologies. Electric needs huge numbers of charging points and a large amount of time. Hydrogen in Bristol would need a modest number of garage type refuelling stations alongside petrol and diesel.

Prior to the mayor, Bristol successfully demonstrated a hydrogen ferry in the docks and a refuelling station produced by local engineers. The mayor scrapped this and when a multi-million pound government fund opened up, there was no bid from Bristol for hydrogen infrastructure, as pioneered by Aberdeen and other cities. A Bristol lead has been squandered. It looks like we are destined to be plugging on with struggling technology, whilst other cities power ahead.

LIBRARIES AND PUBLIC SERVICES

Readers may remember that, backed by Conservative and Labour votes for his Budget, the Mayor set off to reduce the spending on the libraries. The first proposal, which directly ignored the consultation results, was to close 7 libraries. After protests he gave that up and instead slipped through a plan to slash library opening hours across the city. This includes Knowle which is one of the busier libraries. We already have unreliability because of staff shortages due to cuts.

Lib Dems have constantly made the point that the best way to reduce overall spending is by delivering other services through the libraries and sharing costs. We demonstrated this by having customer service staff in libraries, dealing with complicated issues or those wanting face to face service. This popular service in libraries was cut without notice. Expensive "Customer Service Points" were, in some communities, very close to libraries!

In November the council's new Head of Customer Service gave a presentation to Lib Dem Councillors on the brilliant new plans for improving customer service and reducing costs. It was almost exactly the same plan Gary and colleagues drew up 3-4 years ago on which nothing had been done by the present administration!

While struggling to get the online service to function; playing keyboard bingo on a phone call to the council; or trying to find somewhere to talk to someone; you may not be comforted to know this is also causing your Council tax to keep rising (Lib Dems are the only party to ask annually for a freeze). The icing on the presentation case was the "new" thought of having customer service staff in libraries!!

SOCIAL ENTERPRISE BUSES AND QUALITY BUS CONTRACTS

The disadvantage of First Bus and other companies is priority to shareholders not passengers. In many industries this works well; with buses it leads to problems. Profit before service, with necessary but less profitable routes ditched unless Council subsidy is paid, but profits raked in on main routes. Investment in new bus lanes and stops etc has increased usage and reduced fares, but much more could be done.

The Lib Dem administration, before the mayor took over, gave 2 Park and Ride franchise contracts to social enterprise company HCT Group. They won the tender with a good value contract and we hoped for more later. With some of their profits they invested in community transport in Bristol. This is a win, win. Prior to the advent of the mayor we were moving to Quality Bus contracts, allowing the Council to specify routes, fares and timetables, as in London. HCT operate many successful routes there. It is now well overdue for the mayor to get a grip on the situation and ensure vast profits made from bus operations in Bristol are reinvested as better services and lower fares. For a while we had signs of improvement from First because of the better operating conditions but things have gone to pot again, with short notice cancellations and people left waiting at stops, largely down to a shortage of 150 drivers. It says it all. After major public investment a company making huge profits cannot pay the wages and provide the conditions to keep its staff and provide the service. Instead of getting the situation sorted the mayor hands them advertising as major green capital sponsors. YOU COULD NOT MAKE IT UP!

BENEFIT SHAMBLES

One service that a council must do efficiently is process housing benefit claims. Unfortunately over the last couple of years matters have been getting worse in Bristol. This is partly because the electronic systems have not been upgraded as they should have been, but also because the centralised command structure of the council and cuts has led to a shortage of experienced staff. There are now delays of up to 62 days to process a claim and long waits for simple adjustments. Over 3000 households waiting. Bristol is now the worst in the country - national averages are 22 days, with 5 days for changes. This shambles not only causes huge problems for families but it adds to the already great difficulty of finding somewhere to live. If you were a landlord would you take the chance of waiting months for your rent? If you are experiencing problems contact us.

DEMOCRACY IN BRISTOL

There are many models of local government in Britain but Bristol is unique. A number of cities have a mayor but Bristol was the only one without the right to vote to remove the mayor and return to the old system. Gary and other Lib Dems led a campaign, eventually signed up to by all Councillors and local MPs, to give Bristol the choice to have or not have a mayor. At a recent meeting in Parliament, Communities Secretary (local government etc) Greg Clarke was persuaded to back

an amendment to a Bill proposed in the Lords by Bristol Lib Dem Barbara Janke. This is about the position not individuals, and the choice is not there straight away, but the anomaly has been removed and this could be very important in securing a good devolution deal for Bristol and local partner councils. We would like to thank the thousands of people for signing our campaign petition for the right to a vote. People power in action!

DR KAY BARNARD

Dr. Kay Barnard, candidate for mayor of Bristol, is celebrating the success of Lib Dem Barbara Janke in the House of Lords to allow Bristol to vote again whether they want an elected mayor. Born and raised in the city, Kay is an experienced business-woman; was a Councillor in Somerset, and is recognised internationally as a research scientist at Bristol University. She now works with African farmers helping them find new markets for produce and reduce their need for international aid. Her wide ranging experiences include non-executive director of an NHS Trust; member of the governing body of the University of Bristol; establishing a large conservation area in Somerset and board member of two Bristol charities.

Kay says "I care about Bristol and how it's people are treated. It is a matter of respect and listening to communities. Bristol is a great city but it is being held back. The city and its people suffer from traffic congestion and poor public transport whilst housing is expensive - especially for those who rent. These will be my priorities. There have to be imaginative alternatives. Working with local people will be the key to making the City better for everyone - these problems cannot be solved by a top-down approach."

MAGICAL MYSTERY TOURS

Millions are planned to be spent "improving" the road layout at Temple Meads and the Enterprise Zone. The roundabout at the end of Victoria St is set to be removed. This means the route recommended by the mayor, to get from Wells Rd to the station, involves driving to Old Market roundabout doing a 'u' turn and fighting your way back. Under questioning he suggested a route through St Phillips but had forgotten that you cannot go from Wells Rd to St Phillips without a long, unsuitable detour through Talbot Rd. South Bristol residents object strongly to this.

FANTASTIC GREEN KNOWLE

A new bench and picnic table arrived in Redcatch Park thanks to FORP, and the new outdoor gym equipment is proving a big success (thanks to Lloyds Bank and CIL funding).

Friends of Redcatch Park /Community of Perrett Park/ KW "Lets Grow" /Andy's Haven at The Park all achieved "Outstanding" in "It's Your Neighbourhood" South West in Bloom Awards 2015. To add to this, as a group called "Knowle Community", at their first entry, they achieved silver gilt in the Pennant Award.

KWHA manage the community allotment at Springfield under temporary agreements but they are now seeking a long term Community Asset Transfer of the land from BCC. A great success, it has won several awards (congrats to gardener Steve for his great work) and offers volunteering opportunities, and food used by the Community Kitchen project. An important educational 'tool' for all ages it brings together other community projects in the area.

PLANNING APPEAL

Back in 2014 a decision was made by a planning committee of Bristol city council to refuse an application for use as "holiday accommodation" of the Gothic mansion at 100 Redcatch Rd. Residents, who had previously suffered considerable nuisance because of the Hen & Stag party venue, have enjoyed peace and quiet since then. The owners submitted an appeal against the refusal and recently this was allowed by the Planning Inspectorate. The council's strategic Local Plan was a factor. It was clear however that the inspector wished to protect local quality of life and so has made it a condition that a noise management plan is in place. He has given a long list of items that need to be present. Planning officers will work with council pollution control to have an effective plan and monitoring. In an unusual move the inspector has ordered the owner of "The Mansion" to pay the council's considerable costs because of unreasonable behaviour.. The appeal was allowed on one charge on the particular facts, but with no criticism of the city council. We hope that going forward the noise management plan is carefully drawn up and kept to and that the area can keep the peace it has recently enjoyed, and did before 2010. So far council officers report that an acceptable plan has not been submitted.

GREEN SPACES BYE-LAWS

Last year Lib Dem pressure and public outcry persuaded the mayor to delay the new proposed park byelaws which did not cover all green space issues. Some legislation was improved and the review was to fulfil anything outstanding. Chris put 2 questions to the mayor at Full Council regarding the citywide problem of cars driven on grass verges, churning them up and parking, as in Broad Walk - a conservation area. Currently officers and police are powerless to act .It is the same with abandoned cars in Park car parks. The waffley answers from the mayor (written answers no longer happen) suggested he would look into it. (After all this time and questioning?). Unsatisfied Chris has written to the City Director for action.

NEW SCHOOLS

At The Park - Senior education officers confirm that opening a new secondary school at The Park would be more likely to get government backing than expansion of some existing schools. Although "The Park" has been a success over the last 15 years, when Labour closed Merrywood they removed a vital part of our community. Gary fought with the community against Labour's closure and now Chris and Gary are backing the call for a reopening of mainstream secondary education on the site. The trustees have made repeated efforts to get this and we feel that with the huge increase in local demand for school places now is the time for full backing from the council. The school would start small and build and would benefit from the huge number of groups and services already on site. So it is definitely, as well as, not instead of. Let us know what you think.

At Marksbury Road Gary and Chris were very impressed when they recently visited the new Oasis Primary Academy (Marksbury Road) at the invitation of Executive Principal George Franks. With a provision for 60 reception places the academy will grow each year until it is full with a total of 420 children. School will run 8.45 - 3 with after school clubs from 3 - 4. Further news since the visit is that we give our support to Oasis who are interested in purchasing and developing the nearby old engineering

block, from the previous college, into a nursery for 0-5. It could also be used for a good community provision if permission is given to acquire it.

THE PARK - Daventry Road

At the invitation of Joy - reception management at The Park, Daventry Road - Chris and Gary were given a conducted tour to familiarise themselves with the many organisations who have invested their futures there. This is another area which will be moving into Knowle Ward with the boundary changes next year. The whole enterprise of both commercial and community based projects was impressive and a greater knowledge of who is there made this a worthwhile visit.

PIPE WALK

Nearly 40 walkers gathered at St Barnabas Church in October for the annual traditional Pipe Walk from the spring water source at the rear of the church, following the pipe to St Mary Redcliffe Church. This is a centuries old event. Refreshments were arranged by the new vicar Rev Katharine Gardiner. She didn't join the walk as she is recovering from a knee replacement - we wish her a speedy recovery. St Barnabas will be moving from the ward of Filwood to join Knowle in May next year, due to boundary changes. If you would like to be involved in any events at the church her number is 9531060.

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Forward to Friend

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