

Growth and Regeneration Scrutiny Commission Agenda



Date: Thursday, 9 January 2020

Time: 6.00 pm

Venue: City Hall Meeting Spaces - First Floor - 1P 09 - City Hall,
College Green, Bristol, BS1 5TR

Distribution:

Councillors: Paula O'Rourke (Chair), Fabian Breckels (Vice-Chair), Harriet Bradley, Mark Bradshaw, Tom Brook, Martin Fodor, Carole Johnson, Kevin Quartley, Jon Wellington, Mark Weston and Mark Wright

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Agenda

5. Up-dated Action Sheet & Appendix

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Growth and Regeneration Scrutiny Commission Action Tracker 2019/2020

Agenda Item	Title of Report/ Description	Action and Deadline	Responsible Officer / Member	Action taken and date completed
23rd July 2019				
5.	Minutes of the Previous Meeting / Performance Report		Strategic Intelligence & Performance Advisor	As above: Performance Report - Quarter 3 and Affordable Housing figures and Members request for further information: The Strategic Intelligence & Performance Advisor will verbally update Members at the Scrutiny Meeting on 26/09/19.
26th September 2019				
4.	Minutes of the Previous Meeting	Ongoing question/s on Affordable Housing figures in Quarterly Performance Reports: Members asked for further information.	Strategic Intelligence & Performance Advisor	Further information and figures to be provided to Members as soon as they were available.
7.	Public Forum	Members enquired if it was possible to put Public Forum on Mod.Gov.	Scrutiny Advisor	Officers have confirmed that it would cause some logistical problems if Public Forum were up-loaded onto the Mod.Gov. system. It's not possible to do this for Cabinet and Full Council due to the volume of Public Forum that often occurs and limited time to up-load it. It could be done for Scrutiny but this would mean running separate processes for different committees.
9.	Bristol Harbour Review	Members requested clarification of ownership of Harbour	Director for Commercialisation and Citizens and Shareholder Liaison	Response from Property Officers: The City Council owns the freehold of the Harbour however the land surrounding the Harbour is within many different ownerships. The harbour itself was initially authorised for construction via the Bristol Dock Act 1803 and this in turn created the vehicle for the private Bristol Dock Company to

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				acquire land and build the floating harbour. The Bristol Dock Act 1848 facilitated the ownership and management to pass to the City Council.
10.	Performance Report – Quarter 1	BCP475 (Increase the number of passenger journeys on buses): Members continue to request the passenger figures for MetroBus services.	Strategic Intelligence & Performance Advisor and Scrutiny Advisor	Please see the up-dated information contained in the attached Appendix
Page 4	Performance Report – Quarter 1	BCP474: Increase the number of single journeys on Park & Ride into Bristol: A Members suggested that the decreasing number of stops on the Brislington Park & Ride Service was affecting passenger numbers and asked if this could be looked into.	Strategic Intelligence & Performance Advisor	Please see the up-dated information contained in the attached Appendix
11.	Local Plan Consultation	It was agreed that the Chair would write to the relevant Cabinet Members on behalf of the Scrutiny Commission and ask them to attend scrutiny meetings where possible in future.	Councillor O'Rourke	COMPLETE
12.	Mayor's Climate Emergency Action	It was agreed that Officers would bring a further update	Sustainable City and Climate	The Mayors Climate Emergency Action is on the 9 th January 2020 meeting agenda.

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		on the Mayors Climate Emergency Action Plan back to Scrutiny in January 2020	Change Service Manager / Scrutiny Advisor	COMPLETE
13.	Property Assets Strategy	It was requested that the draft Property Strategy is sent to the Commission Members as possible	Scrutiny Advisor	The Draft Corporate Property Strategy is included on the 9 th January 2020 meeting agenda COMPLETE
13.	Property Assets Strategy	Property Officers to send the Pinpoint web link so it can be forwarded to Commission Members	Property Officers / Scrutiny Advisor	The link below shows all local authority assets on Pinpoint (you may need to cut/paste this into the browser): http://maps.bristol.gov.uk/pinpoint/?service=assetinfo&maptype=js&layer=Partner+organisation+assets;Local+authority+assets+%28areas29&mapopts=legend&extent=3324.23164846329&x=358708.3502667006&y=172565.0495300991 As requested by Commission Members, the Property Officers will provide further information on this in the New Year.
13.	Property Assets Strategy	To add the Asset Management Strategy to the January 2020 G&R Scrutiny meeting agenda.	Scrutiny Advisor	The Draft Corporate Property Strategy is on the Commissions 9 th January 2020 meeting agenda. COMPLETE

Growth and Regeneration Scrutiny Meeting 26th September 2019
Item 60: Q1 Performance Report, follow-up questions from minutes

BCP475: Increase the number of passenger journeys on buses (Passenger numbers down 5.3% when compared to the same period last year): the Members commented that the figures appeared to contradict what had previously been said i.e. that Bristol was ‘bucking the national trend’ with increased numbers of passengers. Members asked again about receiving the MetroBus passenger figures. Officers said that some of the information was commercial and therefore it was problematic to split the passenger data out for MetroBus only. A Member responded by saying that over £200 million of public money had been spent on MetroBus and the public therefore had a right to know if the money had been well spent. He said he doubted he was the only person asking about the figures and couldn’t understand why the information wasn’t being made available.
ACTION: Officers to continue to pursue this information.

BCP475

Metrobus services began in May 2018 with the m3 service, followed by the m2 in September 2018 and finally the m1 service in January 2019. These services are run on a commercial basis by First West of England as the main operator for m2 and m3 services, with Bristol Community Transport running the m1 service under contract to them. As with all other bus data from commercial operators we are unable to report passenger numbers for individual routes as these are subject to commercial restrictions.

However we are able to report overall figures for the combined routes as below.

Year ending March 2019 1,749,283
Q1 (Apr – June 2019) 930,265 passengers
Q2 (July – Sept 2019) 978,530 passengers
(Year to date Apr-Sept 2019 1,908,795)

A matter of clarification on the wider reporting of overall passenger numbers; there is no contradiction between the slight decline in numbers reported at q2 and the statement around Bristol “bucking the national trend” with increasing number of passengers. Press releases from First West of England relate to the wider area of their operations so include passenger journeys in the other West of England local authorities (B&NES, South Gloucestershire and North Somerset) from services running from bases outside of Bristol. We are only able to ask for bus passenger numbers relating to services in our own local authority area and these are reported through the performance indicators BCP474 and BCP475.

BCP474: Increase the number of single journeys on Park & Ride into Bristol: A Member commented on this indicator and said that in her view more people would use the Brislington Park and Ride Service if stopped a bit more frequently. She said she was concerned that stops were being decreased which would likely reduce its use further. Officers said they would look into this. **ACTION: Officers to see if it’s possible to look into the frequency of Brislington Park and Ride service bus stops**

BCP474

Park and Ride (P&R) services primarily operate to enable workers and visitors to a city to leave their cars in designated car parks around the periphery and then journey promptly into the centre using a fixed price “whole route” fare. This can help support wider agendas related to traffic volumes, congestion and air quality. Under current legislation (the Competition Act and the Transport Act 1985), local authorities may not compete with or hinder commercial services where there is public money supporting P&R and local bus services – particularly where there are multiple commercial operators as has been the case in Bristol in the past. P&R services may only make additional stops along their designated routes where there is no alternative commercial bus service. Unfortunately this means that Brislington Park and Ride is not able to stop before reaching Temple Meads as there are numerous other commercial bus services travelling along the same route, whereas the Portway Park and Ride is allowed to stop at local bus stops to provide connections from Shirehampton and Sea Mills as there are no other services operating along the Portway. A full range of services and the overlap with standard routes can be seen here or on the Travelwest.info under the “bus” section where there are a number of maps showing services and routes.