

Overview and Scrutiny Management Board Agenda



Date: Wednesday, 26 August 2020

Time: 2.30 pm

Venue: Virtual Meeting

Distribution:

Councillors: Geoff Gollop (Chair), Celia Phipps (Vice-Chair), Anthony Negus, Stephen Clarke, Claire Hiscott, Lucy Whittle, Paula O'Rourke, Brenda Massey, Jo Sergeant, Mark Brain and Jeff Lovell

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Date: Tuesday, 18 August 2020



Agenda

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. The detailed arrangements for so doing are set out in the Public Information Sheet at the back of this agenda. Public Forum items should be emailed to democratic.services@bristol.gov.uk and please note that the following deadlines will apply in relation to this meeting:-

Questions - Written questions must be received 3 clear working days prior to the meeting. For this meeting, this means that your question(s) must be received in this office at the latest by **5pm on Thursday 20th August 20**

Petitions and Statements - Petitions and statements must be received on the working day prior to the meeting. For this meeting this means that your submission must be received in this office at the latest by **12.00 noon on Tuesday 25th August 20**

Members of the public who wish to present their public forum in person during the video conference must register their interest by giving at least two clear working days' notice prior to the meeting, therefore by **2.30pm on Friday 21st August 20**



Overview & Scrutiny Management Board
26 August 2020
Public Forum



Questions

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Questions**Q1: Suzanne Audrey**

Item 9. Performance measures and targets.

Appendix Aii states:

"Some indicators have been suspended entirely this year as they are not feasible to measure"

Key Commitment 4: Keep Bristol a leading cultural city; help make culture, sport and play accessible to all.

This includes two targets

- Increase the number of visitors to Bristol Museums, Galleries and Archives
- Increase the number of attendances at BCC leisure centres and swimming pools

A target has been included for visitors to museums, galleries and archives, but not for attendances at leisure centres and swimming pools.

Given public health concerns about obesity, the need to encourage physical activity, and the fact that attendance can be measured:

Question. Why has no target been included for leisure centres and swimming pools?

Answer (from Performance and Public Health)

The target for this indicator (number of attendances at BCC leisure centres and swimming pools) has been suspended for the first 2 quarters of 2020/21. This is because all BCC leisure centres and swimming pools have been closed for the first 5 months of this reporting year, and so it has not been possible to measure attendance. The current intention is to re-instate this indicator with an appropriate target for Q3 onwards (reporting period starting Oct 2020), assuming planned re-openings are able to proceed.

Q2: Suzanne Audrey

The report to cabinet indicates:

"Consultation will need to take place in respect of potential options that have not been consulted on previously - a standalone small CAZ D and medium CAZ C with a small CAZ D in case they are required."

On Bristol City Council website (<https://www.cleanairforbristol.org/>) the following information is given with regard to the revised plans:

"The council is still required to plan for implementing a medium and small charging zone if needed... If after testing these measures a charging Clean Air Zone is still required for us to reduce NO2 levels to within legal limits as quickly as possible, then Bristol City Council would propose a small zone rather than medium area."

This seems to imply that Bristol City Council has ruled out a medium charging zone before all the modelling is complete and the consultation has taken place - although I may just be confused by the wording.

Question

Please can you clarify if a medium charging Clean Air Zone has been ruled out under any circumstances?

Answer (from Strategic City Transport)

As part of our testing to ensure we identify the scheme which reaches compliance in the shortest possible time, we carried out additional modelling to see how a small CAZ D with an associated medium CAZ C would perform in case we were unable to secure and deliver a diesel ban. The modelling results showed that a small CAZ D with medium CAZ C performed well, better than expected and better overall than a medium CAZ D in terms of compliance. The small stand alone CAZ D (with no CAZ C) is to receive further testing and the medium CAZ C with small CAZ D will also be modelled further to test the impact of the current Emergency Active Travel Fund measures. There is no justification for doing further work on the medium CAZ D, or consulting on it as it is clear other options reach compliance quicker - and the medium CAZ C and small CAZ D are the options we have been directed to consider.

The scheme that will be recommended will depend on the outcome of further modelling and will be in line with our legal duty to reach compliance in the shortest possible time. Consultation responses will be taken in to consideration when deciding on the option to take forward.

Statements**S1: David Redgewell South West Transport Network and Railfuture Severnside.****Statement regarding the Bristol city centre clean air zone and WECA mayoral transport authority.**

We would like to support the city mayor clean air zone proposals for the old city centre Baldwin Street and Bristol Bridge.

We still have concerns about the air quality outside the Bristol university hospital as it the major children's hospital for south west England and heart hospital and has poor air quality around it .

More should be done to develop a green travel plan even with Covid 19 with the Bristol and Weston university hospital trust.

We welcome the road closure in the old city and Kings Street new cycle lane in Maudlin Street, Rupert Street and Lewin Mead but still need bus priority.

But more work needs to be carried out in Haymarket air on bus shelter and stands and developing a bus hub like Fleming way in Swindon.

Lewis Mead been difficult with the cycle lanes before dropping off at the bus station - this issue needs addressing.

We need a clean air zone that bans dirty Diesel cars from the city centre but regret this has now been removed due to Covid 19 .

Dirty Diesel is still polluting our city centre.

With bus service improvements on route No. 2 and 2a from Stockwood Hengrove Knowle Bristol Temple Meads Bristol Bridge city centre Clifton Down station shopping centre Henleaze Southmead or Southmead Hospital to Cribbs Causeway bus station.

We think the closure of Park Street may also be an option to through traffic with private cars shopping taxis and buses with disabled access.

Please note this is proposed to remove through traffic not access to shopping, parks, museum, tourist attractions, residential buildings. But through traffic.

The report is light on coach parking facilities or exemption for school buses and Coaches.

Coaches services in the Bond Street area operating Express Coaches service.

We would be very concerned if Both UK Express Coach services from Stagecoach West, Megabus and European coaches were charged for entering the city centre Bond Street coach facilities.

Tourism is £4.2 billion pounds economy and 600, 000 jobs.

We need to manage coach facilities.

Whist walking cycling is very important in the charging zone it is very important that the Transport authority, Weca mayoral transport authority and North Somerset Council provide alternative public transport into the city centre.

The lack of progress on North Somerset council not joining Weca is of concern to Transport lobby groups. But the metro mayor still needs to improve the public transport network.

Many bus routes do not have evening or Sunday services.

Still running Covid 19 services timetables route 37 Bristol bus station Lawrence Hill station St George Park Hanham Longwell Green Bitton Kelson Weston, RuH rear of the Hospital Bath Spa bus station is not operating

Y2 evening service Fishponds Road Fishponds Downend Bromley Heath and Yate bus station to Chipping Sodbury.

T2 Gloucester Road Horfield Filton Cribbs Causeway bus station Horthan Alverston and Thornbury. No evening or Sunday services.

Links to Southmead hospital and at Cribbs Causeway bus station to Severnside.

Route 5 St Pauls , Eastville Stapleton Fishponds Downend is finishing early evening and Sundays.

96 in south Bristol is every 2 hours Brislington Knowle and Hengrove hospital

Bus service need to improve in the city region to get people out of cars, metro bus routes to Thornbury ,Yate , Chipping Sodbury, Nailsea , Clevedon, Keynsham and Bath

Portway Parkway railway station on the Severn Beach line needs to be constructed offering journeys to the city centre. And Gloucester Road via Montpellier station complete works on Patchway station lifts bridge and car park

Yate park and ride need to be constructed and y1 bus service provided to the city centre.

Bus lanes on the m32 and ring road

Complete park and ride sites around Greater Bristol and Bath city region.

The need to deliver metro west railway services to Portishead and Pill

Bristol Temple Meads to Lawrence Hill Stapleton Road Ashley Down Filton North and Henbury including the loop.

Metro west railway services to Bath Spa and Westbury Bristol Temple Meads to Yate Charfield Stonehouse Bristol Road and Gloucester.

The report does not mention light rail system proposal for the Bristol and Bath city region.

It is very important that weca mayoral transport authority and North Somerset council invest in alternative public transport provision with in the city region along with the western gateway transport board.

Clean air charging zone need addressing around Bristol Temple Meads station and the need for exemption for Railway replacement service's

From first group Great western railway. South western railway and cross country trains db. Both regional and in to the south west region.

Especially with metro west planned building work and on Bristol temple meads station

We are also very very concerned about the lack of any public transport network marketing campaign around public transport at present

With the railway network cost £182 million pounds a week to fund at present and the bus service £27 million pound a week in England.

The government travel safe this summer advertising campaign for Covid 19 safe travel does not appear to be happening in weca mayoral transport authority area or North Somerset council

This is of great concern to passengers group like the Somerset bus campaign.

We need to address in this scheme Covid 19 bus and coach service provision costing £40 million pounds a week in England.

Please bring to the attention of the scrutiny commission meeting 26th August 2020 1st April cabinet meetings 2020.

S2: David Redgewell, South West Transport Network and Railfuture Severnside.

Further to our statement we would welcome Princess Bridge becoming a walking and cycling route. And proper pavements widening in St Mark's Road not plastic bollards.

We need to take the passengers and stakeholders with us in improving air quality in Bristol and Bath city region and the city centre of both cities and at Hambooke on the ring road.

So I am very very concerned about the xl event this weekend in the Harbour and believe if this event goes ahead and it breaks the law under social distancing and could risk people health with the virus being close to Bristol in Swindon, Devizes and Midsomer Norton.

And of course just car train and bus trips away from Bristol.

Bus passengers and drivers are worried about this event safe and disruption to the transport network.

Please will the committee raise this issue with the Mayors office, metro mayor and Avon and Somerset police, Police and crime commissioner and chief constable, Public Health England and the British transport police

S3: Christina Biggs, Bristol Clean Air Alliance.

I write as a member of Bristol Clean Air Alliance. BCAA is an alliance of campaign groups across Bristol who are keen to see Bristol's air cleaned up in the fairest, fastest and most sustainable way.

We support BCC's recent initiative to reduce traffic flows in the city centre by introducing a bus gate on Bristol Bridge and reducing lanes in Lewins Mead and Park Row to Marlborough Street. We recognise the strong adverse impact of Covid-19 on local business and the impact of charges on lower income groups, and therefore support the principle of finding roadspace reallocation solutions that may, subject to monitoring the impact on roadside pollution, result in a Clean Air Plan that does not involve charging private vehicles.

We also support the planned point closures in other areas of the city, as this will help prevent pollution being spread wider through vehicles travelling along rat runs through residential areas.