

Cabinet

Supplementary Information



Date: Tuesday, 26 January 2021

Time: 4.00 pm

Venue: Virtual Meeting - Zoom Committee Meeting
with Public Access via YouTube

2. Public Forum

(Pages 3 - 6)

Issued by: Corrina Haskins, Democratic Services
City Hall, Bristol, BS1 9NE

E-mail: democratic.services@bristol.gov.uk

Date: Wednesday, 03 February 2021



Question: CQ09.01&02

Cabinet – 26th January 2021

Re: Agenda item 9 Budget Recommendations to Full Council, including the Treasury Management Strategy

Questions submitted by: David Redgewell

1. Capital Programme:

What progress is being made with Network rail western routes; the Department for Transport; First group; Great western railway and the metro mayor WECA mayoral combined Authority in opening the very important Portway parkway station and Interchange and can the city mayor ask the metro mayor for the station opening delivery date?

- **Bristol City Council is leading the project to deliver a new railway station at Portway Park & Ride; working closely with Network Rail, Great Western Railway, WECA and the DfT.**
- **Detailed Design for the project is currently underway and progressing well with construction due to start on site in March.**
- **The station is due to open in December 2021.**

2. Capital Programme:

The council and WECA mayoral combined authority continues to show the metro bus project, do we have a date for operation of the south Bristol loop with a new bus stop on Bamfield for metro bus from Hengrove hospital through Hartcliffe; Withywood; South Bristol link through North Somerset council area to Ashton gate park and ride to Bristol Temple Meads; Old Market; Broadmead and the city centre as this scheme is also supported by the Karen Smyth MP and North Somerset council?

Do we have a date to commission the service by WECA mayoral transport authority?

- **As you'll know the management and provision of metrobus services is now the responsibility of WECA, on behalf of the metrobus authorities.**
- **Furthering the penetration of metrobus services along the South Bristol link remains an aspiration of the network, but this is subject to a commercial proposal from bus operators. Due to the impact on the bus industry of Covid 19, operators are not in a position to commit to additional service provision at this time.**
- **A funding proposal for an additional bus stop on Bamfield on the existing m1 metrobus route is being developed by WECA, and will be implemented by BCC when funding is agreed. WECA approval of funding is expected towards the end of 2021, with implementation following at the start of 2022.**

Question: CQ09.03&04

Cabinet – 26th January 2021

Re: Agenda item 9 Budget Recommendations to Full Council, including the Treasury Management Strategy

Questions submitted by: Gordon Richardson, Bristol Disability Equality Forum

Question 1.

In view of the temporary public toilets in the summer in Bristol Harbour and Queens Square including Disabled facilities and the importance of public toilets with Covid 19 hand washing etc, our members would like to know what budget is being put together to provide public toilets in Bristol city centre and Harbour area and in many shopping centres and parks (especially with changing places) and will capital receipts from any public toilet blocks be reinvested in new public and community toilets?

- **Since the closure of 14 on- street public toilets in 2018 a thriving Community Toilets Scheme (CTS) has been developed in the city with almost 200 participants. Over 85% include accessible facilities. The scheme has been acknowledged as a very successful one by the Great British Toilet Association. The council has also encouraged businesses to participate in the ‘Just can’t wait scheme’**
- **As lock down eases and venues reopen the CTS will restart and efforts to expand the scheme will resume.**
- **Temporary toilet facilities were provided in two locations (The Amphitheatre and Queens Square) in early summer before hospitality venues fully reopened. These were funded from Covid emergency budgets. The supplier closed them down after a short period due to regular and severe mistreatment. The government also advised at that time against using portable unsupervised toilets due to risk of infection.**
- **There are no plans at present to provide temporary toilets whilst the CTS remains suspended. Parks toilets remain open**
- **There are no plans to ring fence capital receipts to reinvest in council run public toilets.**

Question 2.

The Bristol Disability Equality Forum is pleased that public transport is being maintained to all hospitals in Bristol (South Bristol hospital 515 from Stockwood, Whitchurch and Hengrove 505 from Bristol Long Ashton park and ride to Clifton and Southmead hospital; 506 Bristol Easton Eastville Horfield and Southmead hospital. 11 and 10 from Shirehampton Avonmouth to Southmead hospital and Parkway Station Bradley Stoke and Thornbury).

Will these services still be operated by WECA mayoral transport authority using budget set by Bristol city council?

Our members are very concerned at HCT group buses operating to Southmead hospital and South Bristol Hospital and lack of progress to fit safety screen on these vehicles by the Director of Public Health and the Health and Safety Executive.

- **The responsibility for the Bus Service contracts listed passed to WECA on the 1st April 2020, alongside a levy from BCC to WECA to fully fund these services.**
- **This level of funding will continue, but the services funded will be subject to any potential changes to the network that WECA might deliver in alignment with the adopted Bus Strategy.**
- **Concerns regarding HCT Group buses will be raised direct with WECA and HCT Group.**

Question: CQ12.01&02

Cabinet – 26th January 2021

Re: Agenda item 12 - Parking Services Tariff Review

Question submitted by: Ed Plowden

- 1) Additional revenue from the increased parking charges is estimated at £950k per annum; please can this be placed in context of how much is the total revenue from the current parking charges for these sites, what are the estimated costs to parking services of producing this revenue and what is the contribution of inflation and of amendments to the parking charges themselves?
 - 2) how many parking spaces have been taken out as a result of the COVID-19 measures, at what cost to BCC and how has the lost revenue been recovered (or not)?
- **The annual net revenue from parking charges at locations included in the tariff change for the 2019-20 financial year was £9.9m. The estimated increase is therefore 9.5% of this total.**
 - **The majority of charges in this area were last reviewed in 2016 and the impact of inflation since then is 10.7%.**
 - **The estimated costs of delivering the additional £950k are less than £15k (TRO work, signage changes & software updates).**
 - **The additional income is as a result of applying inflation to existing charges, although minor changes have also been made to a small number of tariffs in order that they remain proportionate to each other while continuing to use 50p increments.**
 - **200 on street parking spaces have been lost due to the Covid-19 measures.**
 - **Based on average income per bay figures for 2019-20, the lost bays would normally realise c£600k per annum, however this will not necessarily be the actual value of the lost income as customers will have parked elsewhere, utilising spare capacity within the parking network. This is particularly true at the current time due to the Covid-19 restrictions. Any lost revenue at the current time is result of the Covid-19 restrictions not the loss of parking bays.**