

# Growth and Regeneration Scrutiny Commission Public Forum



**Date:** Monday, 28 February 2022

**Time:** 5.30 pm

**Venue:** The Council Chamber - City Hall, College  
Green, Bristol, BS1 5TR

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# Public Forum

## 7. Public Forum

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S4	Suzanne Audrey	Planning application freedom of information requests



## **Public Forum Questions**

### **Questions 1 – 4: Kathe Jacob & Nick Crossling**

**Q1:** Bristol City Council was allocated £3.74 million by WECA in two tranches from the Emergency Active Travel scheme in 2020. Schemes were proposed to access that funding which included 2 schemes in St Werburghs. Of these, delivery remains incomplete for one traffic filter. Can you advise what proportion of schemes from the two tranches have actually been delivered in full? How were the schemes prioritised for delivery? If funding ran out prematurely, can you say why that was and which schemes were left out?

#### **Q1 Officer reply:**

EATF applications were put in at very short notice with an expectation from the DfT and WECA that the overall programme would change as further investigation and delivery works were carried out. The programme manager is currently on leave and can provide a fuller response when back in the office if required. Essentially some funds were spent on temporary measures such as parking removal to facilitate widened pavements in shopping areas (North St, Henleaze, Triangle, St Marks Rd, Clifton Village etc) and other funds were spent creating temporary cycle lanes or point closures to facilitate active travel (Bristol Bridge, Mina Rd, Haymarket, Lewins Mead, The Triangle and Park Row/Upper Maudlin St etc). Parking removal was trialled in Mina Rd and opposed by local businesses and politicians, so it was removed. A point closure of Mina Rd north of the roundabout was also considered but strong local opposition to this proposal meant it was not taken forward. A cycle route was delivered however, and further engagement carried out to understand local people's views of the cycle route and traffic in general along Mina Rd. Funding for all the above schemes was managed at a programme level in close consultation with the Cabinet Member and decisions were taken at pace as would be expected with a response to the emergency situation created by the pandemic and the funding requirements of the DfT. Priorities were agreed with the Cabinet Member and informed by benefits being delivered, the changing needs of local areas when responding to an unprecedented event, overall budget and costs and the views of local people. The duration of the pandemic increased costs of some of the temporary measures which were retained for longer than expected. Some schemes are being retained others have been or will be removed (particularly pavement widening) and others are being made permanent as funding becomes available to do so.

**Q2:** Given that the Liveable Neighbourhoods scheme has effectively been pushed back indefinitely for most areas of the City and you have a "change of direction" in your programme, what use will the Council now make of the quick and cheap Experimental Traffic Orders, frequently used by London boroughs, to introduce 18 month trials of traffic reduction schemes and particularly in Mina Road which is still heavily negatively affected by rat running traffic from the M32?

**Q2 Officer reply:**

Experimental Traffic Orders still require significant resource. They must be designed so that if agreed at the end of the trial period they can be implemented in full as changes require further consultation and there must be a suitable reason and evidence to justify the experimental element. We have used these in some instances but only where appropriate, Bristol Bridge closure being the main example. There is currently no specific funding or resource available for an ETRO on Mina Rd. The implementation of an experimental order to close Mina Rd would be complex due to potential knock on impacts of diverted traffic on other roads and communities, specifically Lower Ashley Rd, Sussex Place, Ashley Hill, Sevier St, James St, Eastgate Rd, Glenfrome Rd, Muller Rd and more local Mogg St and Stafford Rd. For this reason a wider approach is necessary rather than a limited road closure, this is why a liveable neighbourhoods approach has been suggested as this would look at the wider area and provide other sustainable mode benefits as part of any scheme. The council's position on liveable neighbourhoods is that we will draw up a strategy following the results of the trial scheme in St George which is currently out for consultation. This will then inform the design and delivery of further LN schemes where they are prioritised.

**Q3:** Residents on Mina Road have had their calls for action on traffic ignored for years and continue to suffer noise, pollution, aggressive and dangerous driving, speeding and considerable risk to cyclists. A handbook is not going to cut the mustard, new "design principles" a delaying tactic, Mini Hollands are too expensive and a full Liveable Neighbourhood unnecessary. Bristol claims to be a green city and with 50% of councillors from the Green Party, its clear residents are increasingly frustrated with Bristol Council's prevarication. We'd like practical, simple measures to be implemented, so how will Transport team address these long standing problems in St Werburghs before and after the 2022 election?

**Q3 Officer reply:**

There are no current plans for road closures or similar measures in St Werburghs. The cycle lane scheme is being retained and other schemes will be delivered as part of development such as the Brooks Site. Further schemes will require funding to be allocated and worked up through the Area Committee process which residents can discuss with local councillors.

**Q4:** The Government expects Councils to use around 10% of the Road Maintenance budget and Integrated Block funding towards active travel measures. What % of these budgets has been allocated to active travel measures in Bristol since 2019? What is the underspend this year of these two budgets and how is the underspend going to be allocated?

**Q4 Officer Reply:**

This is a complicated question as schemes often have multiple purposes and benefits. Maintenance funding for example that resurfaces roads or repairs pavements will contribute to active travel through smoother routes for cycling and safer pavements. Specific allocations are as follows which also include an amount for part schemes. Underspends are dealt with annually and used to fund other projects which require additional funding such as major maintenance schemes or major highway schemes funded through other grants etc such as Temple Circus.

2019/20 –

Active 9.6% (£625k) –

- this includes Safer Routes to School, Cycling Bug Bears, PROW, Cycling Ambition Fund legacy schemes, Wedmore vale cycleway.

Partially/possibly active travel projects is another 17.1% (£1115k) –

- this includes Casualty Reduction, 20mph, Local Traffic Schemes (s106 and Local area schemes), Temple Circus and Harbour walkway

2020/21 –

Active 7.1% (£461k) –

- This includes A4018 development, Cycling Ambition Fund legacy schemes, Old Market, School Streets, Streetspaces and PROW.

Partially/possibly active travel projects is another 11.8% (£771k) –

- this includes Casualty Reduction, Local Traffic Schemes (s106 and Local area schemes) and Temple Circus and Harbour walkway

2021/22 (budgets)

Active 12.3% (£843k)

Includes safer routes to schools, PROW, Cycle centre, Streetspace, School Streets, Lockleaze (Stoke Park)

Partial/Possible 5.3% (£343k)

Includes Casualty Reduction and Local Traffic Schemes (s106 and Local area schemes)

**Public Forum Statements****Statement 1: David Redgewell, South west transport Network and Railfuture Severnside.**

Public transport users and voters are concerned about the Bristol City Council and the city Mayor BANES and South Gloucestershire Council passporting the support bus subsidies to the West of England Mayoral Combined Transport Authority for the supported service bus network which provides bus services to some of the poorest communities in Greater Bristol in South, East and West Bristol.

At present the Metro Mayor Dan Norris has no precepting powers to main bus services and public transport infrastructure like the Mayor of the West Midlands Andy Street and Andy Burnham Mayor of Greater Manchester.

The support bus and coach network is important alongside covid 19 bus operators recovery grant from the Department for Transport grant to maintain the important Great Bristol and Bath city region and North Somerset Council bus network which is under threat from the Department for Transport buses minister Baroness Vere of Norbiton. we need to retain covid 19 bus operators recovery grant past April 2022.

As bus service in the West of England Mayoral Combined Transport Authority and North Somerset Council area no buses are commercial and carrying 60% on pre covid 19 levels we have bus service cut from 30<sup>th</sup> January 2022.

On service 4 Bristol city centre, Sea Mills, Shirehampton, Lawrence Weston and Henbury no longer services Cribbs Causeway bus station and food shops.

Services 23 & 24 Ashton Vale to Bristol city centre has no evening and Sunday service.

Services 3 & 3a Bristol bus and coach, Ashton Gate, Bower Ashton, pill and Portishead.

Service 17 Keynsham, Kingswood, Southmead Hospital bus station. The services is withdrawn in the Longwell Green, Speedwell and Soundwell.

Service 71 is no longer serving Gloucester Road and North Filton Ave. Now operating along Gloucester Road from UWE bus station to Parson Street but not UWE at Bower Ashton.

Bristol city centre Gloucester Road, Bristol Parkway station and Cribbs Causeway bus station is diverted in Bradley Stoke area.

Whilst the is a link between Bristol city centre, Lawrence Hill, St George, Hanham, Longwell Green, Bitton Cherry Garden service 45 change for Bath service 19 via Bitton, Kelston, Weston, Bath Spa bus station. Whilst we welcome the connections the public transport interchange at Cherry Gardens, it has no lighting CCTV cameras or proper passengers facilities.

This is the same at Henbury Crow Lane and Portishead town centre with need for the Town services to meet the x4 and x5 to Bristol via Pill or Avonmouth, x5 to Clevedon and Weston Super Mare. 6 and 7 Fairfield Park and Larkhall terminal is grand parade for interchange with poor shelters for interchanges for services number 3 to the bus and coach station, railway station and the RUH.

We welcome the funding by the Mayor for the 178 from Midsomer Norton, Paulton, Timbury, Marksbury, Keynsham Brislington, Arnos Vale, Bristol Temple Meads and Bristol bus and coach station; and would welcome a shuttle bus from Radstock, Westfield, Midsomer Norton to the Chew Valley; and a better Radstock, Westfield, Midsomer Norton, Paulton Town service 82; improvements to 424 and 414 Radstock, Midsomer Norton to Frome via the villages; 184 Midsomer Norton, Coleford, Mells bus service.

If parking charges are put in place in Radstock, Midsomer Norton and Paulton, then money needs to be passed to the West of England Mayoral Combined Transport Authority to improve bus services. This was the policy in Mendip District Council a few years ago.

In Weston Super Mare Somerset whilst welcoming the new bus and coach interchanges at £6.8 million pounds we are very concerned about the design of the bus and coach station shelters which we feel should be more wind and water proof similar to Bridgwater bus and coach station design or Wells bus and coach station. Thornbury must have a well designed bus interchange in the high street and Rock Street.

We must restore bus service 18 from UWE bus station to Downend, Staple Hill, Kingswood, Warmley, Odland Common, Willsbridge and Keynsham railway station and town centre.

We also need proper budgets for bus stops, bus shelters and interchanges coach stops which are part of the West of England Mayoral Combined Transport Authority Network. In all other Mayoral Combined Transport Authorities, all the infrastructure and staff work for the Combined Transport Authority.

We also need budgets for graffiti removals from public transport interchanges and bus stops and more enforcement by the Police and Crime Commissioner and the Avon and Somerset Police and the British Transport Police.

Alex Reake public transport safety partnership is working well with the public transport operators, Taxis, Ferries. British Transport Police, Avon and Somerset Police and Police and Crime Commissioner office, the West of England Mayoral Combined Transport Authority, North Somerset Council BANES Council and South Gloucestershire Council. But public transport interchanges and bus stops are very important and we must remove graffiti, repair shelters lighting and real time information systems. So we must have clear maintenance budgets and prosecution by the city council West of England Mayoral Combined Authority and the Avon and Somerset Police.

The community even with budget savings to keep the city clean as per the mayor campaign for cleaner streets and for Bristol Waste Limited to remove graffiti from across the city again another successful Metro Mayor policy which must be funded.

We must remove graffiti from buildings and bus infrastructure in South Gloucestershire.

We need to repair broken bus shelters and stops in Odd Down, Southdown, Twerton, Peasdown, St John, Radstock, Midsomer Norton and Paulton. A large number of bus shelters need repair and passengers information timetable upgraded.

These are city region transport corridors and we need public bus shelter upgrade and repairs, this is a West of England Mayoral Combined Transport Authority and North Somerset Council bus service



improvements plan responsibility. But require Banes to carry out maintenance of the bus shelters and real time information.

During covid 19 we successfully fund public toilets in city centre and the harbour. We must have a public toilets policy and community toilets funding within the budget including in South Gloucestershire Council area Kingswood, Staple Hill, Thornbury, Yate, Charfield, Seven Beach, Cribbs Causeway, Chipping Sodbury and Hanham.

BANES must develop more public toilets in Bath city centre and in Keynsham, Radstock, Peasdown, St John, Midsomer Norton and Paulton. Bus drivers staff and passengers need access to good quality public toilets.

Of course maintaining public service is very difficult at present with covid 19. Especially around housing and social care, parks and gardens, sports and leisure centres. We need to invest in tourism Bristol and Bath tourist west as it is worth 4 billion pounds in the bus economy and we need a tourist information centre in Bristol and Bath. One option is to use empty shops in Bristol and Bath spa bus station. Tourist information centres in Chipping Sodbury and Thornbury but at other key locations.

But without access to public transport many people in Bristol cannot access employment, education, shopping facilities, health care and leisure and Tourism.

On capital budget it is important we fund the works to Bristol harbour flood defences. Bristol city region cannot function without investment in high quality public transport.

The disappointment of the lack of levelling up money for Bristol Temple Meads Station and Temple Quay. With the electrification of the London Paddington through Bath Spa, Bristol Temple Meads, Bristol Parkway and Patchway is disappointing, and that would improve metro west railway services from Bristol Temple Meads to Keynsham, Oldfield Park, Bath Spa, Freshford, Avoncliff, Bradford on Avon Trowbridge, Westbury, Warminster and Frome.

The West of England Mayoral Transport Authority and North Somerset council bus service improvements plan and city Region plan.

The A37 bus corridor from Street, Glastonbury, Wells bus and coach station, Chewton, Mendip, Farrington Gurney, Clutton, Pensford, Whitchurch, Hengrove, Knowle, Bristol Temple Meads and Bristol bus and coach station.

A4018 Bristol city centre, Park Street, Clifton Down station, Westbury, Henleaze, Southmead, Brenty, Henbury and Cribbs Causeway bus station, we need bus priority to Cribbs Causeway bus station. We want to see progress on the Bristol to Thornbury Metrobus corridor, Bristol city centre to Yate and Chipping Sodbury Metrobus corridor.

A367 Bath Spa bus and coach station, Peasdown, St John, Radstock, Westfield, Midsomer Norton, Paulton, Shepton Mallet, Wells bus station.

A369 Bristol city centre to Pill and Portishead.

A370 Bristol city centre to Weston Super Mare.

A38 Bristol bus and coach station and Bond Street to Bristol Airport, Churchill Brent knoll, Bridgwater Taunton, Wellington, Cullompton, Exeter, Newton Abbott and Plymouth as far as the Somerset border, metro west railway Network, Portway parkway, Bristol Temple meads to Portishead via pill, new station at Ashton Gate.

Bristol Temple Meads, Lawrence Hill, Stapleton Road, Ashley Down, Filton Abbey Wood, Filton North, Henbury for Cribbs Causeway.

Bristol Temple Meads to Gloucester Central with station at Lawrence Hill, Stapleton Road, Ashley Down, Filton Abbey Wood, Bristol Parkway, Yate, Charfield, Cam and Dursey, Stonehouse, Bristol Road and Gloucester Central.

Bristol Temple Meads to Avonmouth Dock and Severn Beach via Lawrence hill, Stapleton Road, Montpellier, Redland, Clifton Down station, Sea Mills, Shirehampton, Avonmouth Dock, St Andrew Road and Severn Beach.

Bristol Temple Meads to Keynsham Oldfield Park, Bath spa, Freshford, Avoncliff, Bradford on Avon, Trowbridge, Westbury and Warminster.

Bristol Temple Meads station to Bedminster Parson Street, Nailsea and Backwell, Yatton, Clevedon, Worle, Weston Milton, Weston Super Mare, Highbridge, Burnham on Sea, Bridgwater and Taunton.

Metro West is a very important public transport project for the Bristol and Bath city region. With accessible station at Bedminster Parson Street, Nailsea and Backwell, Weston Super Mare, Freshford, Lawrence Hill, Stapleton Road, Avonmouth, Piling.

On mass transit system the key corridor is Bristol city centre bus station, Bristol Temple Meads, Arnos Vale, Brislington, Keynsham, Saltford, Newbridge, Weston and Bath Spa bus station. One option is to use the North Somerset railway line as a cycling route walking and mass transit bus route to Callington Road then the ring road to Bath Road to Hicks Gate along the Keynsham bypass with interchanges for Keynsham town centre, Saltford, Newbridge, Weston, Bath Spa bus and coach station.

We need mass transit line in Bristol to the South, East, Kingwood and North of the city region.

Brislington and Odd Down Park and Ride site need to be developed into bus and coach interchanges and we must removed the Odd Down to Bath Spa bus station and city centre park and ride service with bus services 171, 172, 173, 174 calling instead.

On Brislington to Bristol Temple Meads and Bristol city centre park and ride services with service 178, 349, x39, 39 services calling instead.

It very important to support the city region public and sustainable transport fund through the West of England Mayoral Combined Authority.

We also need the 106 planning agreements from YTL arena and housing development to be released by the Mayor for the West of England Mayoral Combined Authority jointly with Bristol City Council to make progress on bus service provision to Bristol city centre, and to make progress on Bristol Temple Meads to Ashley Down, Filton Abbey Wood, Filton North, arena station and Henbury for Cribbs Causeway bus station.

We still wish to see the Mayor of the West of England Mayoral Combined Transport Authority and North Somerset Council set up a bus advisory board with passengers and passengers forum like Somerset County Council and Wiltshire Council.

We note the new timeline for the bus services improvements plan and enhanced quality partnership from the Department for Transport.

**Statement 2: David Redgewell South West Transport Network and Railfuture Severnside**

I was at a Somerset bus back better Board meeting discussion on the covid 19 bus service operators recover grant and Somerset bus service improvements plan and enhanced quality partnership.

We discussed the cross boundaries services from Street Glastonbury Wells bus and coach station Farrington Gurney, Clutton, Pensford, Whitchurch, Hengrove, Knowle, Bristol Temple Meads and Bristol bus and coach station 376.

and 173 174 Wells bus and coach station Chilcompton Shepton Mallet Paulton, Midsomer Norton, Westfield ,Radstock, Peasdown St John and Bath bus station.

126 Wells bus station Cheddar, Axbridge, Winscombe Banwell locking Weston-super-Mare interchange .

20 Burnham on sea to Weston-super-Mare.

A38 Taunton Bridgwater, East Brent, Churchill, Bristol Airport Bristol city centre corridor

it was very positive on cross border bus and coach services.

Falcon Plymouth to Exeter and Bristol coach service.

At the meeting First Group West of England and South west explained their marketing policy when a stakeholder as about the lack of timetable on bus stops in the Mendip area of Somerset and Sedgemoor area or Timetable leaflets or Network maps other than those provided by the Mayor for the West of England mayoral combined transport Authority for Bristol Banes and South Gloucestershire.

Simon Goff md First Group South west of England said bus timetable were produced for Somerset, west Taunton and Sedgemoor. Cornwall and Dorset .

But Mr Peter Travis chair of Somerset bus partnership and myself pointed out the that Somerset the whole of the county including Weston-super-Mare, Cheddar, Wells, Glastonbury and street cheddar Portishead clevedon Bristol Bath chipping sodbury Thornbury are major Tourist centres.

Keynsham Frome need bus timetables maps and marketing advertising in Newspapers TV books leaflets and timetable including local railway services.

and into Wiltshire and Gloucestershire.

in a Tourist area like Bristol and Bath we need marketing campaigns for bus and rail services.

The taxpayers money which we welcome both by the North Somerset council and West of England Combined Transport Authority and Mayor Dan Norris with bus and rail passengers at 59 % of pre covid level we need to see a marketing campaign.

no a 3 tickets a week add in the metro newspaper.

First Group West of England have stopped timetable booklets and all marketing roadside information displays.

This issue needs raising with Janet Bell chief executive officer UK bus at first group plc as the marketing cut back for both bus and rail services was made at first group level and the Department for Transport as they appear to have a say in marketing.

It does not help that there is no travel centre in Bath for passengers only in Bristol Wells and Weston super mare Tourist information offices.

We need a marketing strategy from the West of England Mayoral Combined Transport Authority and North Somerset council and the metro mayor. with first group stagecoach west and hct group.

Wiltshire and Somerset county council.

I hope Dan Norris the Mayor and North Somerset council and Don Davies Sarah Warren Don Alexander and Steve reade with first group plc .

Alex Perry first group representative in South West England is looking into this matter and you may want to raise it with him and Doug Claringbold md and Simon Groff at First group South west.

One option is for the west of England mayoral combined Authority North Somerset council Somerset county council Wiltshire council and Gloucestershire county council on public transport marketing with the Region Tourist information Boards and offices.

information in libraries and council information points.

I do hope the Metro Mayor will make this a top priority.

kind regards David Redgewell. South west transport Network and Railfuture Severnside.

**Statement 3: David Redgewell South West Transport Network and Railfuture Severnside**

Please can the scrutiny commission investigate with Cllr Don Alexander Transport Executive and Metro Mayor Dan Norris why the new e Bicycle Rental Scheme is not serving South Bristol and has withdrawn from this part of the city region against city regional policy of social inclusion and access to public services.

Can the committee investigate why this scheme is excluding South Bristol from the scheme?

**Statement 4: Suzanne Audrey**

As regards major planning applications, I am unsure whether members are aware of Freedom of Information requests about possible interference by the Mayor's office in planning, including a response here: [Review Action Plan 080421.docx \(live.com\)](#) which contains text that I find worrying e.g. "Manage application commentary to ensure it is fit for purpose before being posted on online system. Ensure opportunity to escalate if required." I would be interested in the opinion of members of Growth and Regeneration Scrutiny Committee who may be able to ascertain whether officers are being allowed to apply their expertise without interference.

I am particularly interested in whether some of the 'issues' and 'actions' in the table below constitute interference with the role of officers, and whether this is something that could be considered by Growth and Regeneration Scrutiny Committee.

ISSUES	ACTION	OUTCOME	PROGRESS	STATUS
<b>All fully sighted and no surprises</b>	Joint Cabinet Member briefings: Major applications with transport implications	To ensure transport input is shared with Cabinet Members for Planning and Transport	Reviewed at CMb 29 <sup>th</sup> March. Agreed to continue on monthly basis; - identify schemes as early as possible - focus to be on Major schemes but also identify smaller schemes raising wider issues	Completed
	Create and manage list of key sites and Mayoral Priorities in the planning system	List to be kept under review and shared with Exec Director/ Mayor's office to ensure fully aware of applications in the planning system	List produced and added as a tab to the Mayoral Priorities schedule for review at next Exec Dir/ Mayor's office meeting	Completed
<b>Ensure better alignment &amp; culture that supports City outcomes</b>	Prioritise resources on key sites and Mayoral Priorities list	Majors Team Leader ensures resources are focussed on agreed priority sites and they're kept to programme Ensure the Planning Service reflects the ambition of the City	Now established and ongoing	Completed
	Key projects/ Delivering Developments meetings with Mayors Office chaired by Stephen Peacock	Removing barriers to delivery and ensuring alignment with objectives of administration	In place	Completed
	Introduce training programme on wider City ambitions	Ensure planning services have greater awareness of wider corporate agenda in which they operate.	Programme established and ongoing	Ongoing

	including relationship of the planning service to One City Plan, Sustainable Development goals, COVID recovery and inclusive growth			
<b>Remove emotive language and avoid unnecessary storms</b>	Trial planning comments template for City Design	Ensure technical response and no room for emotive language	Trialled - better suited to smaller applications and part of range of responses as required by DM officers	Completed
	Create Major applications comments template for City Design	Streamlined CDG commentary on Majors/ priority sites Ensure technical response and no room for emotive language	Refining template using live major schemes, e.g. Plot 5 Bedminster Green, Galleries	In progress
	Roll out comments template to TDM (dependent on agreeing effectiveness of template and amending as necessary)	Streamlined application commentary	DM/ City Design and TDM working group established (see also Action 11)	In progress
	Review terminology of contributors to planning applications	Term 'contributors' now being used as opposed to 'consultees' Confirm TDM as the only internal 'statutory' consultee	Review of report templates to update	Completed
	Re-establish DM officers as gatekeeper of release of consultee comments before made public	Manage application commentary to ensure it is fit for purpose before being posted on online system. Ensure opportunity to escalate if required	Settings changed in Idox to keep contributor comments as 'sensitive' until case officer agrees to make 'public'	Completed
<b>Remove blockages and speed up delivery</b>	Review pre-application process to create better customer experience and	Streamline pre-application consideration and commentary Ensure technical responses to proposals are coordinated	Reviewing process and blockages through regular DM/ TDM and City Design liaison meetings	In progress

	align DM, CDG and TDM in our approach to pre-application		Reviewing/ developing response template (see actions 6-8) Establishing representative agent group for input/ feedback	
	Reintroduce Major Housing Delivery monitoring meeting	DM track BCC land/ sites with multi-disciplinary oversight and input. Finding solutions to housing delivery blockages.	Regular monitoring meetings now established	Completed