

# Summons to attend meeting of Full Council



**Date:** Tuesday, 13 December 2022

**Time:** 2.00 pm

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

**To: All Members of Council**

**Issued by:** Oliver Harrison, Democratic Services  
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**Date:** Friday, 2 December 2022



# Agenda

## 6. Public Petitions, Statements and Questions

Public forum items can be about any matter the Council is responsible for or which directly affects the city. Submissions will be treated in order of receipt and **as many people shall be called upon as is possible within the time allowed within the meeting (normally 30 minutes).** (Page 3)

Further rules can be found within our Council Procedure Rules within the Constitution.

Please note that the following deadlines apply to this meeting:

- a. Public petitions and statements: Petitions and written statements must be received by **12 noon on Friday 9 December 2022** at latest. One written statement per member of the public is permitted.
- b. Public questions: Written public questions must be received by **5pm on Wednesday 7 December 2022** at latest. A maximum of 2 questions per member of the public is permitted. Questions should be addressed to the Mayor or relevant Cabinet Member.

Public forum items should be e-mailed to [democratic.services@bristol.gov.uk](mailto:democratic.services@bristol.gov.uk)

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Signed



Proper Officer  
Friday, 2 December 2022



## **STATEMENT AS 01**

**Submitted by Alderman Anthony Negus**

**Title: Take back control of our bus services**

Bus services in the Bristol region are calamitous.

Elected members need to step up and consider all the options for developing a system that serves the interests of the public rather than private companies. The private bus companies are traders, investing and taking the risk alongside sharing profits; they were set up to operate the bus services they wanted to run. A strategic, holistic co-operative approach was at best not factored in and is actually barred in key aspects.

Bus services were deregulated in a way that restricted the co-operation between private bus operators and local authorities. It has been possible to change this since 2017 when the Bus Services Act provided for directly-elected metro mayors, responsible for local regional transport, to intervene but nothing has yet been done.

Surely now, when getting around our city and region is chaotic and causing real hardship and anxiety, people need to see that members recognise this and are willing to consider alternatives to this failing system.

Even if buses did not need drivers and other means of mass transit were eventually added to the network, it is hard to contemplate getting round the city without surface mass transit and the current operating model is broken. The way that private bus services are currently deployed to fulfill a public demand without city-wide public need being represented and protected is unworkable, unfair and not benefiting our economy.

Our city and regional government bodies are designed to provide some specialist services and commission others. Franchising our bus services - setting enforceable standards of service, fares, rates timetables and vehicle quality and tendering their delivery is a tried method around the world.

Franchising, compared to the wholly private or publicly-owned alternatives, is a reasonable balance of investment, expertise, risk and desirable outcomes. It is now being taken up by more progressive local authorities of all political hues in the UK.

This Council alone cannot deliver a franchised regional bus service. It can and should recognise that the present system is fundamentally flawed and will never deliver what the people have been demanding for a long time. It should see that there is provision for change and should at least today support pressing Bristol's resolve that the metro mayor should examine better alternatives to the present failed bus services operation and implement the outcome at the earliest opportunity, for the benefit of all those who long for a better bus service, and to achieve the many benefits that flow from it.