

# Growth and Regeneration Scrutiny Commission Public Forum



**Date:** Thursday, 7 March 2024

**Time:** 5.00 pm

**Venue:** The Guangzhou Room (1P09) , City Hall,  
College Green, Bristol, BS1 5TR

*Please note that the views and information contained within these public statements are those of the individuals concerned and not of the Council.*

*By participating in public forum business, we will assume that you have consented to your name and the details of your submission being recorded, published online and within the minutes.*

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**Date:** Thursday, 7<sup>th</sup> Mach 2024



# Public Forum

## 7. 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 [scrutiny@bristol.gov.uk](mailto:scrutiny@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 Friday 1<sup>st</sup> March.**

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 Wednesday 6<sup>th</sup> March.**



# Growth & Regeneration Scrutiny Commission

## 7<sup>th</sup> March 2024 Public Forum



### Public Forum Questions:

Ref	Name	Topic
PFQ1 (1a - 1c)	David Redgewell ( <i>Attending</i> ) (Southwest Transport Network and Railfuture Sevenside, Bristol Disability Equalities Forum)	Transport
PFQ2 (2a & 2b)	Helen Powell ( <i>Attending</i> )	Stoke Lodge
PFQ3 (3a - 3e)	Ian Becky (Living Easton)	Transport
PFQ4 (4a & 4b)	Councillor Tessa Fitzjohn ( <i>Attending</i> )	Culture and Creative Industries Service
PFQ5 (5a - 5d)	Dan Ackroyd ( <i>Attending</i> )	Transport & Quarter 3 Risk Report

### Public Forum Statements:

Ref	Name	Topic
PFS1	Felicity Pine	Stoke Lodge
PFS2	Helen Powell	Stoke Lodge
PFS3	Emma Burgess	Stoke Lodge
PFS4	Sue Sage (Disabled Residents, Portway Grove Shirehampton) and Ian Beckey Living Easton	Transport
PFS5	Jackie Lewis	Transport
PFS6	Dan Ackroyd	Quarter 3 Risk Report
PFS7	David Redgewell, South West Transport Network and Railfuture Sevenside	Transport



## **PUBLIC FORUM QUESTIONS**

### **David Redgewell - Question 1a, 1b & 1c**

**Q1a:** With extra Money in the budget 2024 - 2025 agreed at Full Council budget setting meeting and the need to urgently restore local bus services in Greater Bristol City Region. What discussions are taking place to restore bus services to parts of Bristol without bus services with the west of England Mayoral Combined Transport Authority and North Somerset Council bus service improvement plan area and Mayor Dan Norris?

#### **Q1a Officer Reply:**

BCC will be working with the Combined Authority to determine the most appropriate areas of investment for additional funding for local bus services. This will be done in conjunction with the Combined Authority led Assesswest project, which is reviewing the network and will identify options for improving bus connectivity.

#### **Additional context from David Redgewell:**

On service 1 and 1a operating Cribbs Causeway bus station, Henbury, Westbury on Trym, Clifton Down Station, Park Street, Bristol City Centre, Cabot Circus, Bristol Temple Meads Station, Arnos Vale, Sandy Park Road shopping centre, Wick Road, Guildford Road, St Anne's Park, Broomhill, Hungerford Road, Brislington Village School Road.

Service 5 new services Clifton Down, Park Street, Bristol city centre, Bristol Cabot Circus, Old Market Street, Barton Hill, St Anne's Park, needs Extension to Brislington Hungerford Road and Knowle Broad Walk shops.

Discussions need to happen with First Group plc Wales and West buses Division about these services,

Service 522 Bristol bus and coach station to Bristol Temple Meads station, Arnos Vale, Brislington, Keynsham Marksbury, Timsbury, Paulton, Midsomer Norton Tesco, Westfield, Radstock Peasedown St John, Bath Spa bus and coach station, Via Chandag Road in Keynsham.

Service 25 Bristol City Centre, St Pauls, St Werburghs, Eastville park, Fishponds.

Need a conversion at operating this service also as a 26 one an hour via Stapleton, Broomhill, Fishponds Morrisons, Oldbury court estate, Downend, With Transport buses or First Group plc Wales and West buses Division and Stagecoach West.

Service 52 Bishopsworth, Hengrove hospital, Imperial Park, Bedminster, Bristol City Centre needs restoration. Discuss with Stagecoach West and Transport buses and First Group plc Wales and West buses.

Service 10, 11 Avonmouth Dock Shirehampton Westbury on Trym Southmead hospital bus station need extension to UWE bus station, Bristol Parkway station, Bradley Stoke, Aztec West, Hortham, Alveston, Thornbury.

The Dings need a bus service from Bristol Temple Meads station through the Dings, Easton, Eastville, Tesco.

One option for Stapleton village is for any extension to Bristol bus and coach station from Dursley may lane cam and Dursley Railway station, Berkeley, sharpness, Thornbury services to Bristol via A38 And Ring road is UWE bus station Bus station, via Stapleton village and the m32.

Need services 77 Henleaze, Clifton Down station park street Bristol city centre, Gloucester Road Horfield to extend these services to Southmead hospital bus station and loop back to Henleaze.

With money in the 2024 - 2025 budget from the clean air zone which has been very successful in reducing respiratory illness and Early Deaths in Bristol city centre, by waking cycling and the use of public transport and the need for bus services in part of Bristol without access to school, College university leisure and Tourism health provision hospital shopping or Basic food shopping other than by taxis.

Communities, voters and taxpayers want to know when the bus service will be restored so as to reduce access to private cars.

**Question 1b preamble:**

With the lack of maintenance, cleaning, graffiti removal, lighting and real-time information repairs on the City Region bus shelters and interchanges. Including bringing the bus interchange back into use at Bristol Temple Meads Grosvenor Hotel site and coach shelter on Bond Street for Flixbus, or Graffiti removal for shelters across the city centre and Old Market, with no lights.

**Question 1b:** What urgent action is the City Council taking to transfer this function to the West of England Mayoral Combined Transport Authority Mayor Dan Norris?

**Q1b Officer Reply:**

Cleaning, repair and maintenance of bus shelters is a requirement of the contract between BCC and the contractor Clear Channel. This specifies levels of service for speed of responding to reports of graffiti, and of urgent as well as regular scheduled cleaning and maintenance. These levels of service have been developed over a number of years, considering the costs and benefits. There are no proposals to move this function to the West of England Combined Authority, and in any event, this would not alter the terms of the contract currently in place.

**Question 1c preamble**

Like all other Combined Transport Authority's in England and should happen in the West of England Mayoral Combined Transport Authority and North Somerset Council bus service improvement plan area, guidance for the new plans submission for Department for Transport funding of the bus services improvement submission on 12<sup>th</sup> June 2024 with instructions on community safety partnership and Safe bus stop shelters and interchanges, and accessible for disabled passengers,

**Question 1c:** What urgent action is being Taken by the Director of place to make Bristol bus and coach infrastructure safer and maintained for passengers including all bus shelters and interchanges?

**Q1c Officer Reply:**

Bristol City Council takes various steps to ensure that bus stop infrastructure is safe and accessible. For example, around 600 bus stops have a high quality bus shelter with courtesy lighting and many of these have real time passenger information displays. In addition, around 700 bus stops have a raised boarding platform providing level access on and off the bus. When siting new bus stops, or upgrading existing stops, the Council takes many factors into consideration including safety and access and, when appropriate, will carry out an equalities impact assessment. The Public Transport Team is active in keeping up with changes in best practice and bus stop design by attending relevant conferences and webinars. The Team also attends the Public Transport Safety and Equalities Group to understand the issues faced by different groups when travelling on the public transport network and what adjustments are needed, as well as the quarterly advisory group with First and the Thomas Pocklington Trust/RNIB/Guide Dogs to discuss issues faced by the visually impaired.

**Helen Powell - Question 2a & 2b**

**Q2a Preamble:**

Council property at Stoke Lodge Playing Fields: incorrectly registered at HM Land Registry

Within Cotham School's leased area of Stoke Lodge Playing Fields, an area was designated (marked purple on the map annexed to the 2011 lease) to be surrendered out of the lease for the construction of a children's play park. That play park has been constructed and has been in use since summer 2014 - however, a decade later this area

remains incorrectly registered at HM Land Registry as being subject to a lease to Cotham School. This of course gives rise to potential liability and insurance issues in the event of any accident. The situation has been investigated by the Council's Legal Services team, who confirmed on 1 February 2022 that:

'Legal Services have undertaken a review of its records and following enquiries with the Council's Property Services, the Estates Information Team and the School, we can confirm that the surrender of the purple land on the attached plan has not taken place. It is acknowledged that a surrender of the purple land is required and the relevant council officers are progressing this.'

In the two years since that confirmation was given, our Ward Councillors and I have repeatedly requested updates on progress from the officer in Education Property Services who was tasked with dealing with this. No response has been forthcoming, and following a recent FOI request the Council confirmed that:

'No member of the Education Property Services Team has had any meetings, conversations or communications with any representative from Cotham School between [1 January 2021 and 28 November 2023], so there are no records or documentation that can be provided in response to this request.'

**Q2a:** It was acknowledged more than two years ago by Legal Services that the record of title held at HM Land Registry in relation to Stoke Lodge Playing Fields is incorrect in this respect. Do Members agree that action should be taken to safeguard the Council's interest as landowner in this area of 'surrender land', and can officers explain why no effort has apparently been made to rectify the position?

**Q2a Officer Reply:**

The Council continues to work in partnership with the school with regards to the playing field lease. The Council would like to apologise to members for not finalising the process to surrender back to the Council.

The Property Services team will work with colleagues in Legal Services to accelerate the process of surrender in order to underpin the continued operation of the facility.

**Q2b preamble:**

**Other action in relation to Stoke Lodge Playing Fields**

Despite what appears to be a culpable failure to ensure that the Council's landowner interest is safeguarded in relation to the surrender land discussed above, officers in the legal and property teams have taken a very active interest in 'safeguarding' the Council's residual interest in the remainder of Stoke Lodge Playing Field after Cotham School's lease ends in 2136 - land that will not fall within the Council's control for more than a century.

Substantial time and effort - not to mention tens of thousands of pounds in legal costs - has been expended on attempts to participate in (or even take over) Cotham School's litigation, which aims to overturn the decision of the Public Rights of Way and Greens Committee to register the land as a Village Green. The High Court has now ruled that the Council can only appear in the litigation in one capacity, and the Commons Registration Authority has confirmed that it will defend the Council's decision to register the land.

It is difficult to reconcile the keen commitment shown by officers to safeguarding the Council's landowner interests in 2136, with the lack of interest in safeguarding its landowner interests now. One might ask who primarily benefits from both of the approaches taken - it does not appear to be the citizens of Bristol.

**Question 2b:** Do Members consider that Council resources - both in terms of money and officer time - have been directed appropriately in relation to Stoke Lodge, and are officers able to provide any explanation for the approach(es) taken in this regard?

**Q2b Officer Reply:**

The Commons Registration Authority has been responsible for considering the applications to register the site as a Town or Village Green (TVG). The Council has also been involved as the landowner. In its capacity as landowner the Council took a decision to seek to protect the site from being registered as a TVG because this could hamper the use of the land for educational purposes for all time. The Council has never sought to take over the Cotham School claim and officers who have objected to the TVG applications have done so on the instructions of the Executive.

The Lease can be terminated on three-months notice on the absolute discretion of the School, and should this happen the Council will have to take the site back into its full management.

**Ian Becky - Question 3a, 3b, 3c, 3d, 3e**

**Q3a:** What progress are Bristol City Council, South Gloucestershire County Council, West of England Mayoral Combined Transport Authority and North Somerset Council making on reopening the Bristol Temple Meads Station and Lawrence Hill Station with regards to the needed 'step free accesses? Bristol Stapleton Road also needs step free access, as do Bedminster-Parson Street, Ashley Down, Filton Abbey wood, Filton North Station for the area and Henbury railway station, as part of metro west railway.

**Q3a Officer Reply:**

WECA are the Transport Authority for the sub-region leading on rail development across the area. Bristol is an important partner in enabling some of the improvements to local rail but WECA should be approached for a more comprehensive response on the questions raised.

**Q3b:** Will the Railway line be open in time for the arena opening?

**Q3b Officer Reply:**

WECA are the Transport Authority for the sub-region leading on rail development across the area. Bristol is an important partner in enabling some of the improvements to local rail but WECA should be approached for a more comprehensive response on the questions raised.

**Q3c:** What progress is being made on the Portishead Railway and a new station at Ashton Gate?

**Q3c Officer Reply:**

WECA are the Transport Authority for the sub-region leading on rail development across the area. Bristol is an important partner in enabling some of the improvements to local rail but WECA should be approached for a more comprehensive response on the questions raised.

**Q3d:** What plans are there for new level crossings?

**Q3d Officer Reply:**

WECA are the Transport Authority for the sub-region leading on rail development across the area. Bristol is an important partner in enabling some of the improvements to local rail but WECA should be approached for a more comprehensive response on the questions raised.

**Q3e:** Will there be extend train services to Avonmouth?

**Q3e Officer Reply:**

WECA are the Transport Authority for the sub-region leading on rail development across the area. Bristol is an important partner in enabling some of the improvements to local rail but WECA should be approached for a more comprehensive response on the questions raised.

**Councillor Tessa Fitzjohn - Question 4a & 4b****Preamble**

I welcome the prospect of a new Head of Service, and wish them well in these challenging times, with the exciting prospect of the new committee system and moving C&CI back into the Economy of Place division.

I understand from this brief paper that the role of Culture and Creative Industries is finally being recognised for the opportunities it offers across wide sectors of the city, with regard to public art and culture led regeneration. included within new Local Plan Policy DPM1: Focus in the new Local Plan Policy DPM1 a focus on delivering well-designed, inclusive places encouraging developer consideration and investment. For example 1.4million investment in Filwood Community Centre and Library as a cultural hub.

I agree that Culture and Creative Industries service are very significant for the city, not just as a drain on finance but as a generator of income and that cutting culture spend is a false economy, as culture generates cash with visitors equalling direct cash value on car parking, hospitality, hotel beds, employment and business rates.

**Q4a:** Can you please give the committee an understanding of the new opportunities that moving Culture and the Creative Industries back into the Economy of Place division will bring? With a focus on the social value, financial returns and opportunities for young people and improve health and well being.

**Q4a Officer Reply:**

Through project teams and networks of staff, there is already a strong track record of collaboration between the teams of Culture and Creative Industries and those services within Economy of Place

However there is an opportunity to develop this with the service being located within Economy of Place and to deepen and broaden this engagement more consistently across the work of teams charged with the inclusive economic development, regeneration and decarbonisation of the city, this can be through:

- Regular formal engagement through weekly Divisional Management Team meetings for sharing expertise, strategic design and engagement of initiatives and delivery of projects and programmes.
- Sponsorship through the decision pathway at the council of the activity of the service to ensure there is focus on the regenerative and inclusive outcomes of arts and culture in the city.
- Sponsorship of projects through the governance of the Combined Authority for funded programmes for Employment and Skills (the directorate in which Culture sits); Infrastructure and Environment Directorate and the possibility of a future regional approach to regeneration and growth.
- Director and Head of Service engagement with development projects in the city, particularly within the Areas of Growth and Regeneration.
- Being able to communicate the important role that arts and culture makes to communities in the city, including optimising the investment from the regeneration of the city and the preventative impact that engagement and participation can make to the health and wellbeing of people and communities.

**Q4b:** Given the C & CI has lost 40% of its funding over the last 8 years, can you explain how you are going to increase investment and advocate for this investment.



**Q4b Officer Reply:**

There was a 40% reduction to the Cultural Investment Programme in 2017 but there have not been any further reductions since then. Some organisations were not successful in receiving grant funding from the most recent round of the Cultural Investment Programme but this is not a cut to arts and culture spending as has been reported.

The Arts Development team work with the one city Culture Board, WECA and wider cultural sector to develop an impact survey that will annually measure the economic and social impact of the cultural sector. This will be vital in understanding the areas of growth and where the sector needs support so the city can support in the areas of need and support growth. This will enable year on year scrutiny of the data and really understand the real impact that the sector has on the city.

The severe financial constraints in local government in the last 14 years have affected everything the council does and is not expected to improve in the medium term. A lack of certainty from central government and funding by bidding as opposed to policy exacerbates the impact of the overall shortage of funding for services. The service will continue to adapt and be entrepreneurial to drive income and funding opportunities for the sector through:

- Enhanced trading within the museum estate and on line – our commercial team expects to exceed its target for this year and is developing medium term plans to grow and diversify its income streams.
- Developing our partnership and NPO status with the Arts Council to continue to make the case for arts and culture organisations in the city and improve their chances of responding to funding opportunities.
- Support the role of Culture West through the West of England Combined Authority so that the service and organisations in the city can benefit from investment programmes.
- Work with the services in Economy of Place to integrate art and culture in the engagement, design and delivery of funded programmes such as high streets, walking and cycling infrastructure and place-based regeneration and development projects.
- Develop the approach of engaging with the development process so that masterplanning and development projects embrace cultural placemaking and use of s106 agreements to secure investment in and grow the impact of public art.

**Dan Ackroyd - Question 5a, 5b, 5c, 5d****Q5a Preamble:**

It's great to see the 'Liveable Neighbourhood' schemes moving ahead. One factor that might limit how popular they are, is how many people have experience riding bikes in those areas. In particular, due to different cultural experiences, some communities have a higher rate of bike riding ability than other communities.

**Q5a:** Would the Council consider running any "introduction to bicycle riding" classes for kids (or adults) in those areas where Liveable Neighbourhood schemes are being introduced, to help start people using bikes as a transport method?

**Q5a Officer Reply:**

When delivering larger capital transport projects our approach is to incorporate an active travel programme within the scheme and Liveable Neighbourhoods is a good example of this. In the EBLN we have already run several community Dr Bikes where people can get their bikes serviced for free and we have worked with local community organisations to deliver cycle training to different groups in the area. We also work with local schools to deliver free scooter training and bikeability lessons to help young people gain the confidence to ride a bike.

The aim of the active travel programmes is to build up an awareness and understanding of the different transport

options available in the local area. We do this through our travel roadshows held in the community where we offer support to individuals and businesses through our free active travel offers. These consist of free taster bus ticket, train ticket, borrow a bike, cycle training, discounted car club membership etc. For more information visit [Individual Support - travelWEST](#)

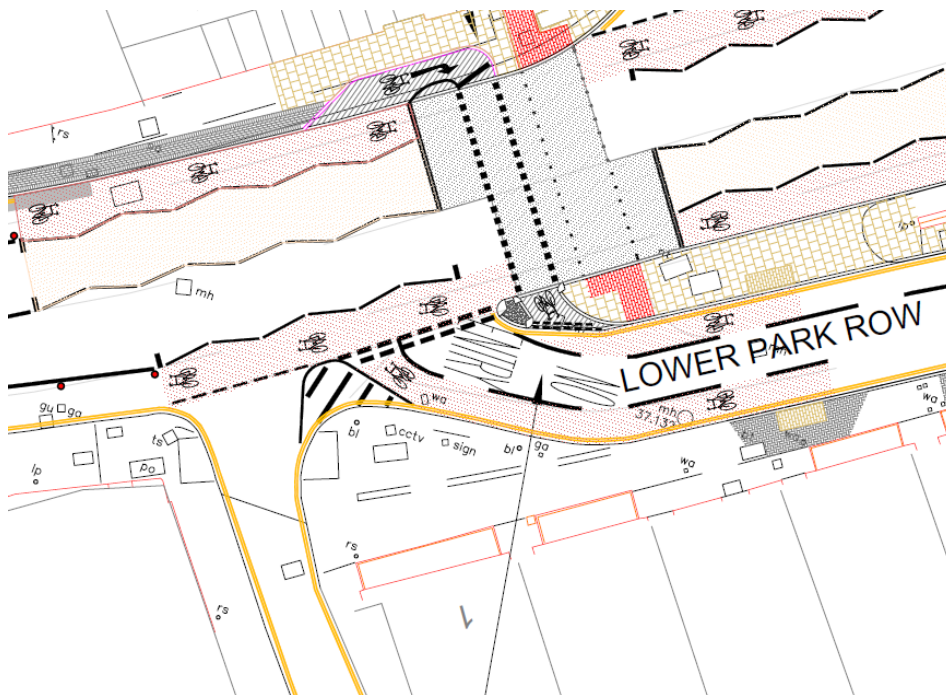
**Q5b:** (Strategic Transport) My understanding is that the Park Row scheme is likely to include a Dutch style 'shared space' junction on Lower Park Row. Those types of road junction are not very common in Bristol currently.

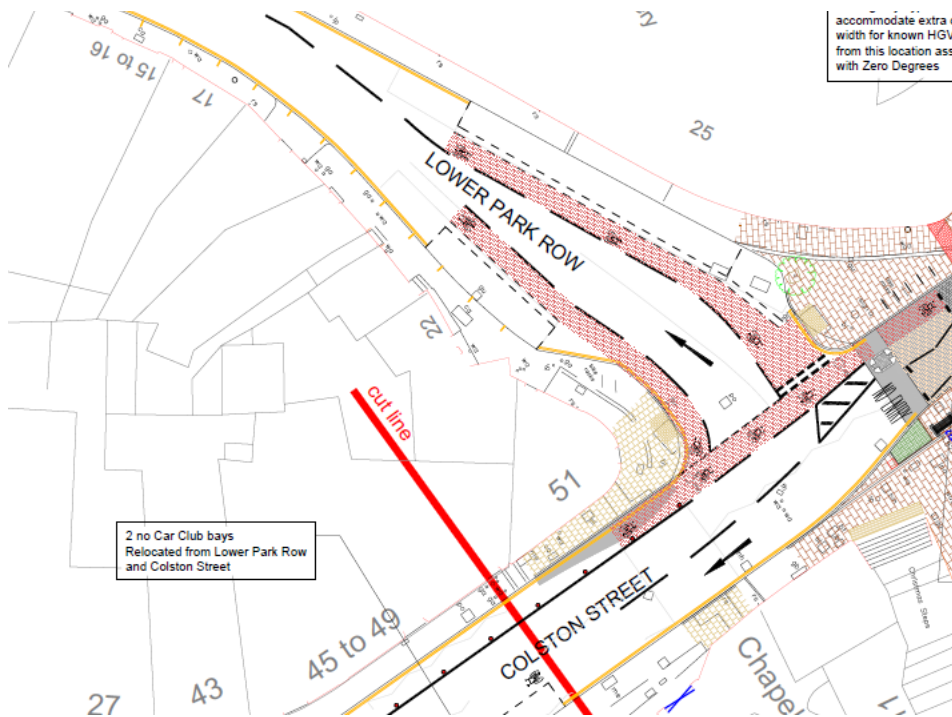
How are people, in particular car drivers, going to be educated about how to behave in 'shared space' junction?

**Q5b Officer Reply:**

Both the top and bottom of Lower Park Row will be fairly conventional junctions; neither will be shared space junctions. We are restricting some movements, and some cycle infrastructure will be included, but the carriageway will be dedicated.

The designs for both junctions are attached below for reference:





**Q5c & 5d: (Risk Report)**

Preamble

I am incredibly concerned by the items 'CRR12 - Emergency response' and 'CRR52 - managing safety in HRA stock'. I realise the Council will be taking these risks seriously, and doing the best it can with limited resources, but this seems like a situation where it is very likely that another emergency situation could occur, due to the situation we find ourselves in.

The evacuation of Barton House was handled unacceptably badly. The Council had very clear information that the building was not safe in July 2022. Quoting from the Ridge report:

"Barton House has been assessed in its current condition against the three LPS Criteria. The assessment has shown the block fails all three of the checks and is therefore inadequately robust to resist disproportionate collapse.

**BARTON HOUSE - LPS CRITERION PASS / FAIL NOTES**

- LPS 1 FAIL - Inadequately Tied
- LPS 2 FAIL - Inadequately Robust
- LPS 3 FAIL - Inadequate Mobilisation of Alternative Load Paths"

Obviously there was a continuing conversation about the safety of the building, but I am astonished that even with over a year to think about how an evacuation would be handled, that when the evacuation was finally ordered, that it was done so badly.

**Q5c:** When is the enquiry/review into how the Barton House emergency evacuation was handled going to happen? This need to be done as a matter of urgency, given the ongoing risks.

**Q5c Officer Reply:**

The decision taken by Bristol City Council on 14 November 2023 to evacuate Barton House and the subsequent actions to enable tenants to return to Barton House is part of an on-going process. When this process is complete there will be a review of the event which is standard practice for a major incident of this type.

**Q5d:** When is there going to be an enquiry that investigates the wider failure in management that allowed the Barton House situation to apparently "drift into failure", as Sidney Dekker might put it. There are lessons that MUST be learnt by Bristol City Council. What happened has cost the city over £5 million. That's a very expensive lesson. We need to learn from it.

**Q5d Officer Reply:**

The decision taken by Bristol City Council on 14 November 2023 to evacuate Barton House and the subsequent actions to enable tenants to return to Barton House is part of an on-going process. When this process is complete there will be a review of the event which is standard practice for a major incident of this type.

**PUBLIC FORUM STATEMENTS****PFS1 Felicity Pine:**

As a Bristol City Council taxpayer, I am alarmed and concerned at the amount of money spent by BCC in connection with the recent High Court Hearing (24 January 2024) before HHJ Paul Matthews. I was an observer at the all-day Hearing, and it was very clear to me, almost from the outset, that the Judge did not buy the arguments that the Council could act in two capacities or, in his witty words, "that Bristol City Council isn't an amoeba that can split itself in two".

With regard to the COSTS of BCC's actions, it would appear that Counsel Paul Wilmshurst's brief fee will be in the region of £10-12K, and there were also written submissions from Douglas Edwards KC and his junior, Michael Feeney. A reasonable estimate is that Mr Edwards' rates are around £700-£750/hour. Two employed solicitors were also present, and inevitably there would have been officers' time involved prior to the Hearing. This is a LOT of taxpayers' money, which was spent on something that ultimately failed.

Why did BCC attempt to litigate against itself in an attempt to reverse its own PROWG committee's decision to award TVG status to Stoke Lodge?

A perusal of BCC's accounts reveals that Stoke Lodge is not even recognised as an educational asset because of the length of the lease (125 years) to Cotham School. What a shocking waste of Council resources.

**PFS2 Helen Powell:**

At their meeting on 22 January 2024, the Public Rights of Way and Greens Committee used very strong language to describe attempts by BCC officers to challenge their decision to register Stoke Lodge as a Village Green.

The words they used to describe officer actions included:

- bizarre
- shoddy
- appalling
- abhorrent
- disgusting
- disrespectful

- shocking.

Why were they so outraged? It was because we, the community, had shared with them that legal officers, purporting to act on behalf of 'BCC as landowner', were planning to join Cotham School as a claimant suing the Council - BCC suing BCC - in a bid to overturn the Committee's decision to register Stoke Lodge as a Village Green.

Councillors on the committee were absolutely clear: decisions by properly-elected Councillors on fully-delegated regulatory committees cannot be subject to challenge from within the Council.

Councillors asked at that meeting: what was the motivation of 'BCC as landowner' in seeking to undermine the decision of the PROWG committee? Why did officers get involved? Who gave that direction or made that decision and why?

Because we now know that thousands of pounds were spent as a result - at least £16.9k, not including internal officer time - and it has caused reputational damage and serious loss of trust and confidence.

The PROWG Committee voiced a strong view that the individuals responsible should be held to account for their actions. It was suggested at the meeting that the relevant decisions were authorised from within the Growth and Regeneration team, probably under the direction of a Cabinet member. The Committee wanted to know who, and why.

Similar questions were asked by the Audit Committee this week - who should take responsibility for this, and why did they do it?

This can't be brushed under the carpet. In terms of the Stoke Lodge case, it was an attempted ambush, in which officers within the Council intended the Council to become a claimant against the Council, and potentially take over running the litigation on behalf of Cotham School. It is only because members of our community questioned the legality and constitutionality of that proposal that this was brought to light and challenged. And we are right - both the law and the constitution are clear that none of this should have happened.

And the concern is - is this the tip of the iceberg? If officers have become so accustomed to acting without regard to the constitution that they think there's no problem with going to court to attack the decisions of regulatory committees, who's to say they are not also engaged in undermining other committee decisions - for example on planning matters? How is it that we had to explain to the Council that by law and under the constitution the executive is not allowed to interfere in matters like this?

### **PFS3 Emma Burgess:**

Dear Committee Members

At a very challenging time for all councils including Bristol, I was appalled to learn that our council tax has been spent in an attempt by BCC to sue itself.

BCC sought to sue itself for a decision reached by democratically elected councillors to register Stoke Lodge as a village green, this shocking move was both unlawful and unconstitutional. Rightly, a High Court Judge has ruled against BCC's ridiculous attempt however, in response to the recent audit committee, legal officers have confirmed that £16,900 has been wasted in hard costs alone (external legal counsel fees and payment of costs to winning party). This included the CRA who whilst claiming to be "neutral" spent £2,500 for submissions which supported the other 'part' of BCC attempts to litigate against the CRA!

If the officers had not been stopped by a High Court Judge they would have gone on to spend c.100-150K in this pursuit with risks of the same again in costs to the other party(s). The £16,900 wasted in the attempts of officers

for BCC to sue itself is nearly three times more than the value the BCC has placed on the land in question. BCC has also confirmed it has no interest or value in the land, at least until 2136.

It is not just the costs but the principles and transparency of the decision making that are of great concern to many Bristol residents, as widely reported in local and national press – BCC's attempt to sue itself was ridiculed including by the High Court Judge who amongst many other witty remarks in response to BCC's farcical move said, 'Bristol City Council isn't an amoeba that can split itself in two'.

A barrister supporting our community requested full disclosure of the decision-making process within BCC however this has not been provided by legal officers. It is vital that residents see public funds used effectively and efficiently with accountability and transparency. It is essential that residents get answers to how decisions were made and by whom, including:

1. Who approved BCC (as landowner) decision to become a claimant and sue itself? Who approved the costs and risk register for this decision?
2. Who approved BCC (as the CRA) decision to remain 'neutral' ? Who then approved the costs and decision for the CRA to submit arguments in support of the opposition?

Our community has never been provided with a level playing field when it comes to Stoke Lodge, both planning and legal officers have taken many discretionary and biased decisions in favour of ex colleagues and political whims rather than published policies and procedures, the constitution, and the law.

Please fully investigate the audit trails for the expenditure and decision-making process taken by legal services and BCC's leadership team in relation to this matter. Please help restore faith that there is scrutiny over the actions and decisions of officers for the residents of Bristol whose council tax pays their salaries.

#### **PFS4 Sue Sage & Ian Beckey:**

We would like the scrutiny commission to raise a very urgent matter with Councillor Don Alexander, Transport Executive Bristol City Council, Western Gateway Transport Board Chair and Mayor Dan Norris west of England mayoral combined transport Authority;

The loss of Bus services 3 Bristol city Broadmead shopping centre Bristol city centre, College Green, Park street Clifton Down station, Sea Mills, Shirehampton, Avonmouth Dock Severnside Lawrence Weston Henbury and Cribbs Causeway bus station via Asda.

This our life line to work, school, College Shopping centres and Cribbs Causeway shopping centre and leisure facilities.

Why has Mayor Dan Norris Public transport Network team not negotiated a replacement support bus services as we believe the bus is funded by bus service improvement plan money.

With service 4 Bristol Broadmead shopping centre, city centre, Bristol Clifton Down station, Downs Shirehampton to Henbury and Cribbs Causeway bus station,

Whist we got the new service 41 Kingwood Town centre, St George, Lawrence Hill Station, Old Market Street Bond Street Bristol city centre, Harbourside, Hotwells, Portway Sea Mills Shirehampton Avonmouth Dock Severnside it not a replacement for service 3 ,

And service 9 Brislington park and ride, Bristol Temple meads station, Bristol Cabot Circus Bristol city centre Harbourside, Hotwells Sea Mills near the station, Shirehampton Station and Portway park and ride site.

Stagecoach west

The Bristol Temple meads station, Bristol Lawrence Hill Bristol Stapleton Road Montpellier railway station, Redland Clifton Down station Sea Mills Shirehampton Avonmouth Dock St Andrews Road Seven Beach,

These first group plc bus and First group plc Great Western Railway company limited services

Do not replace services 3 which finishes on 7th April 2024 .

Without any public consultation by First group plc Wales and West buses Division or the west of England mayoral combined transport Authority and North Somerset council bus service improvement plan area.

We understand the West of England Mayoral Combined Transport Authority is in special measures by the Department for Transport and Levelling Up.

But can this issue please urgently be raised by Bristol city council to Mayor Dan Norris.  
Thank you.

**PFS5 Jackie Lewis:**

We, in Stapleton, have had our much needed bus services taken away. We originally had the number 5 and Y4 both running through the village as part of their route and now we have nothing.

We have a large part of our community left without any transport whatsoever, aswell as those needing to get to hospital appointments and getting to their jobs. Elm Tree Farm is part of Brandon Trust and employs people with disabilities and the majority of these workers used the bus to get to work. Providing an opportunity to be independent and raising their social awareness and communication skills. Our elderly group again have been deprived of the chance to catch a bus, meet with friends, give them a reason to get out and be active in the community. There are also those who chose to try and comply with the "one city climate strategy plan" in helping to reduce car journeys by 40% to become carbon neutral by 2030. One of the aims of the council with their "joint local transport plan" is to achieve a well connected sustainable transport network that works for residents across the region.

By removing our bus service, this seems to completely contradict these aims and at the same time deprive our village of any chance to travel to our respective destinations without stress and complete disruption in their lives.

**PFS6 Dan Ackroyd:**

Chair,

Regarding risk 'CRR52 Failure to manage and evidence compliance with building safety obligations in HRA stock'.

I thought the 'Housing Management Board' on the 28th February was very interesting.

I went to check the status of the Fire Risk Assessments (FRA), which apparently should be listed at:

<https://www.bristol.gov.uk/residents/housing/council-tenants/home-safety-improvements/fire-safety/fire-risk-assessments>

Currently that page says:

"Risk assessments - The fire risk assessments are temporarily unavailable."

To me, 'temporarily' implies an expectation that the assessments will be back in a few days. But if some of them haven't been written, and the Council doesn't know how to publish them in a legally acceptable way, then that sounds like a permanent position until circumstances change.

It seems to me that it's not going to be possible to publish the FRAs in a single document, as there is an inherent incompatibility with recording and publishing all the information that is required to be in those documents, with the Data Protection Act.

This isn't a problem that is going to be unique to BCC. It appears to be a systemic issue with how the law was

written, as it failed to account that tenants don't always act logically or lawfully.

I would hope that BCC is asking either the Government or some competent authority for advice about how to fully comply with law for publishing FRAs.

It might require a quite strict set of rules about how the documents are formatted and how published versions are 'anonymised' in a way that still allows the public to see how safe buildings are, or not.

In the meantime, I would hope that BCC publishes the parts of the FRAs that don't infract on the Data Protection laws.

It's not acceptable that fire risks that are under BCC control are being kept secret.

I also note concern about the item "CRR43 - Lack of progress for Mass Transit" in the Growth and Regeneration Corporate Risk Register." It appears that the Labour party have given up on working on the transport problems in Bristol.

**PFS7 David Redgewell:**

With the West of England Mayoral Combined Authority in special measures we are concerned about progress and working together on public transport and especially bus service the Department for Levelling Up and are worried about Bristol city council, Banes and South Gloucestershire county council work together and funding through the Transport levy.

The Duplication of officer function where Bristol city council, Banes so appear large Transport Department is carrying out functions that should be run by the west of England mayoral combined transport Authority South Gloucestershire county council has transferred more of its functions and staff to west of England mayoral combined transport Authority.

Bus shelter maintenance in Bristol is very expensive for the Taxpayer with Bristol city council attending to repair shelters and infrastructure contractors when the west of England mayoral combined transport Authority attending to repair real-time information systems and put up timetables also happen in South Gloucestershire county council and Banes.

By now we should have had and bus shelter maintenance service across the west of England mayoral combined transport Authority and North Somerset council, which by now should be applying to join the west of England mayoral combined transport Authority.

Maintenance and management of bus and coach station and interchanges

Bus service have caused many problems in the city Region with many communities, rural and urban estates losing service because the local councils would not raise the Transport levy, despite requests from the metro mayor Dan Norris asking councils to protect vital bus and coach services to work, school, College, university, heath provision hospital, basic food shopping trips leisure and Tourism facilities. The councils did not increase the levy.

Westlink Demand responsive bus services were not a replacement service as west link Demand responsive bus services is designed as a feeder service to main line ,bus coach and railway services, so bus service were withdrawn and in some cases temporary bus ran and many area were then left in Banes ,south Gloucestershire and Greater Bristol without bus services.

NO OTHER COUNCILS OR COMBINED TRANSPORT AUTHORITYS HAD RUN Temporary bus service in England just get over local elections, but it happened in the West of England Mayoral Combined Transport Authority and North Somerset council bus service improvement plan area, with many communities without public bus services and the cost of living crisis people unable to afford taxi's and council leaders and the metro mayor unable to reach agreement on the bus subsidies and bus services improvement plan funding.



Passengers groups, equalities forums, Residents and older people forums and MPs of all colours Luke Hall, Kerry McCarthy, Geoffrey Clifton Brown, Cotswolds, MP Siobhan Baillie MP Stroud, Wera Hobhouse MP for Bath all raised the West of England Mayoral Combined Transport Authority and North Somerset Council bus network and services to the Cotswolds and into Somerset unity council area question in the House of Commons to Transport Secretary Mark Harper MP and the buses Minister Richard Holden MP, were raised on the bus service cuts across the city Region, Somerset and Gloucestershire.

Permission was given to use bus services improvement plan money on support services alongside local council funding to bring back vital bus services in urban and rural communities but talks failed to agree a way forward at West of England Mayoral Combined Transport Authority committee and joint committee meetings.

So, passengers groups, communities groups, older people's forums, disability equalities forums, Residents association tenants association, civic groups, all ask the Secretary of State for Transport Mark Harper MP and Michael Gove to look at the situation in the West of England Mayoral Combined Transport Authority and North Somerset council bus service improvement plan area.

Today we have seen the Government take action to bring in panel to help run the West of England Mayoral Combined Transport Authority and hopefully focus on delivering public transport Network service for the city Region and restore public bus services.

Following the auditor's report. There is also a need for a equalities officer at the West of England Mayoral Combined Transport Authority and North Somerset council. And Panel set up by the Department of levelling up working for stakeholders and passengers

For a clear plan on light rail system planning in the city Region.

For delivery of bus rail Interchange facilities and interchanges, on Ferry services improvement including accessibility to ferries and Harbours.

The future arrangements for the local Enterprise partnership in the west of England in the Greater Bristol and Bath city region and North Somerset council, and its merger in the west of England mayoral combined Authority With North Somerset council becoming a full member in the elections of 2025.

We need the leaders of Bristol city council, Bristol Mayor and future leader leaders of South Gloucestershire county council, Banes and North Somerset council and the metro mayor Dan Norris and officers to be delivering high quality public transport Network services for the city Region.

Like Andy Burnham in Greater Manchester combined Transport Authority Steve Rotherham Liverpool City Region combined transport Authority, Andy street west Midlands combined Transport Authority,

For Bus services improvement plan panel meetings to include bus service changes agree with passengers group for discussion as per Department for transport instructions and guidelines.

The last meeting finished 25 minutes early and did not discuss the bus operators changes at stagecoach west, First Group plc Wales and West buses Division, Transport buses, big lemon buses, Gwent vale travel buses, A bus or any other company. So passengers groups were unable to comment on bus services improvement plan funded services and advice the Bus service improvement plan Advisory Board. There is major concern about officer running advisor panel working groups and not Democratically Elected members, raised by Labour

Councillor Transport executive councillor Hannah Young, North Somerset council and councillor Don Alexander Transport executive Bristol city council and chair of Western Gateway Transport Board, and officer representing Banes and South Gloucestershire county council Transport councillors Sarah Warren Fiona Gourley and Chris Willmore and matt Palmer at South Gloucestershire County council.

We also need to Bus passengers forum for passengers in the West of England Mayoral Combined Transport Authority and North Somerset council area especially with Bus services improvement plans having to be Resubmitted to the Department for transport on the 12<sup>th</sup> June 2024, including community safety partnership Working with the police forces, Avon and Somerset police, British Transport police, Bristol port police, Integrated

Transport and interchanges improvements With bus rail coach and ferry services. But facilities at Bus stop and interchanges bus and coach station for passengers with reduced mobility.

Details of shortages of bus and coach services staff Drivers cleaners engineers, Supervisors and managers at bus and coach Depot in the city Region at Weston super mare, Wells, Bath and Bristol Hengrove and Lawrence Hill Depot of First Group plc, Wales and West buses Division, Stagecoach west Patchway and Stroud bus Depots ,Big lemon buses at parson Street station Bristol, Transport buses in Lydd Green Bristol, Favesaver buses Chippenham Wiltshire, and other bus operators. Improvement in Bus and coach clean and presentation of buses washing and cleaning. Closer working with the western Gateway Transport Board chair councillors Don Alexander Transport executive Bristol city council and Peninsula Transport Board, Covering the south west of England.

On bus services some services were saved like the 84 85 yate Park and ride Yate Railway station yate bus and coach station Wickwar Charfield and Wotton under Edge, thanks to admission in South Gloucestershire county council councillors Chris Willmore and Matt Palmer working with council Phillips Robinson executive member for transport Gloucestershire county council. But services 622 Cribbs causeway bus station to Bristol zoo, Overton Alveston Thornbury Tytherington and yate bus and coach station, Apart from school buses Services 10 ,11 Avonmouth Dock, Lawrence Weston Westbury on Trym Southmead hospital bus station uwe bus station Bristol Parkway railway station Aztec west roundabout Hortham Alveston and Thornbury the Section from Bristol parkway limited service, to Thornbury been withdrawn.

And the very important Bus services from Bristol city centre, St Paul's, St Werburghs, Eastville park Stapleton Broomhill ,Fishponds, Downend Bromley Heath has been withdrawn. With no services to Stapleton and Broomhill still today. This was raised in the House of Commons by Kerry McCarthy MP and in Bristol city council by Councillor Marley Bennett.

Whilst we welcome the bus service improvement in the Bristol city Region with the new bus services. By First group plc Wales and West buses Division and Stagecoach west and Transport buses.

On service 24 Ashton vale estate to Southville ,Bedminster, Bristol city centre, Bristol Cabot circus, Old market Street, Stapleton road Station Eastville park Tesco, Horfield Lockleaze Southmead hospital bus station. First Group plc bus services Service 23 Ashton vale estate, Southville, Bedminster, Bristol city centre, 47 Downend, Oldbury Court, Fishponds Road, Fishponds Road Stapleton road station Eastville Easton, Bristol city centre.

Service 5 Clifton, Park street Bristol city centre, Bristol Broadmead shopping centre Cabot circus, Old Market Street, Barton hill, St Anne's park, this service needs extension Brislington Hungerford road, and Knowle.

Service 41 Kingwood Town centre, st George, Lawrence hill Station, Bristol city centre Harbourside, Hotwells, Portway sea Mills, Shirehampton Avonmouth Severnside.

Replacement for service 3 ,Bristol Broadmead shopping centre, Bristol city centre, Park street Clifton Down station sea Mills ,Shirehampton, Avonmouth Lawrence Weston, Henbury and Cribbs causeway bus and coach station.

But west of England mayoral combined transport Authority has not put a replacement services in place for service 3. Service 77 is a new First Group plc Wales and West buses Division service from Henleaze to Clifton Down station, park street, Bristol city centre Bristol Broadmead shopping centre, Gloucester Road Montpellier railway station approach Horfield Common.

But the service should extend to Southmead hospital bus station.

Service 1 is major issues in Brislington. With a proposal for service from Cribbs causeway bus station Westbury Clifton Down station park street collage Green, Bristol city centre, Bristol Broadmead shopping centre, Cabot circus Bristol Temple meads station Arnos vale Brislington sandy park road St Anne's park Guilford Road Broomhill Brislington Hungerford road Brislington village School Road loop, as 1 a Service 1 running on the normal route

From Bristol Temple meads station Arnos vale Brislington sandy park road shopping centre, Alison road Broomhill extended to Brislington park and ride site, New Transport buses Bristol.

Are Services 90 Imperial park Hartcliffe, Hengrove, Knowle Bedminster, Redcliffe Bristol city centre,

Service 23 Ashton vale estate Southville, Bedminster, Redcliffe, Bristol city centre Bristol Broadmead shopping centre,

Service 25 Bristol city centre, st Paul's st Werburghs Eastville park, Fishponds

Higher frequency.

And Sunday services.

925 Newport to Bristol bus and coach station via Cribbs causeway bus station and Clifton Down station,

Service 60,Thornbury Fairfield, Charfield Cam and the Dursley and Dursley may lane bus and coach station,

Service 62 Thornbury ,Berkeley sharpness, cam and Dursley station, cam and Dursley may lane bus station, New operator Gwent vale

New services west local, Bath odd Down Park and Ride Tunley, Timsbury Paulton Midsomer Norton Westfield Radstock, Bristol to the Chew valley ,

Bristol bus and coach station, Bristol Temple meads station, Totterdown Knowle Hengrove Whitchurch Pensford Clutton Farringdon Gurney Chewton Mendip Wells bus and coach station Glastonbury street to Taunton Regional service 374

First Group plc Wales and West buses Division Service 375 Bristol bus and coach station, Bristol Temple meads station, Totterdown Knowle Hengrove Whitchurch Pensford Clutton, Chewton Mendip Wells bus and coach station Glastonbury street Walton to Bridgwater railway station, Bridgwater bus and coach station

New regional bus service, First Group plc Wales and West buses Division, Service 376 Bristol bus and coach station, Bristol Temple meads, Totterdown Knowle Hengrove Whitchurch Pensford 376a via Paulton and midsomer Norton Wells bus and coach station Glastonbury and street, Revised service, 376 a via Paulton and midsomer Norton.

But the following bus services need restoring in Bristol, Service 25 Or 26 Transport buses service Bristol city centre, St Paul's, St Werburghs Eastville park Stapleton Broomhill Fishponds Oldbury court Stapleton is left with a bus service.

Service 622 Cribbs causeway bus station, Bristol Zoo, Olverton Alveston Thornbury Tytherington and yate bus and coach station,

84, 85 Yate park and ride site, Yate railway station, Yate bus station, Wickwar Charfield, Wotton under Edge, This service needs to retained Joint with South Gloucestershire county council and Gloucestershire County council.

Service 10 11 Avonmouth Dock, Shirehampton, Westbury on Trym Southmead hospital bus station, extension to uwe bus station, Bristol Parkway railway station Aztec west roundabout Hortham Alverston and Thornbury,

Service 522 Bristol city centre Bristol Temple meads station Arnos vale Brislington Keynsham Marksbury Timsbury, Paulton Midsomer Norton Westfield Radstock, Peasdown st john Bath spa bus and coach station, Need diversion via chandag Road in Keynsham,

Bishopsworth to Hengrove, Bedminster Bristol city centre, Tesco Eastville, Eastville, Easton and Dings and Bristol Temple meads station need a westlink Demand responsive bus services.

But we need to get the west of England mayoral combined transport Authority and North Somerset council, city Region, to work together with Bristol city council, caz money and Transport levy ,Banes council caz money Transport levy, South Gloucestershire county council transport levy  
All council car park charges to fund bus services on westlink Demand responsive bus services  
Westlink Demand responsive bus operated by Eze medical services drivers are not on Eu regulations.  
The Traffic Commissioner Kevin Rooney has instructed the west of England mayoral combined transport Authority and North Somerset council to design 20 minute zones that connect with Bus services coach services and metro west Railway Network services, so westlink buses are not being used for middle Class taxis style services.  
But link to park and ride site at long Ashton ,Brislington, Odd Down, Portway park and ride, Bristol parkway, Emerson green, and Yate.  
Cribbs causeway bus station, Southmead hospital bus station, uwe Bus and coach station, Filton Abbey wood station, Patchway station, Bristol parkway station, Bristol Temple meads station to connect with metro west railway Network stations hub at Bristol Airport connections with the Falcon coaches part of megabus Scottish City link coaches to Bristol city centre, Bristol Bond Street.  
Churchill ,East Brent, Bridgwater, Taunton, Wellington, Cullompton Exeter, Newton Abbot and Plymouth coach station,

We need westlink Demand responsive bus services to link people to school College university work ,Heath care hospital, basic food shopping, shopping centres leisure and Tourism.  
It is essential that we get Demand responsive bus services that do not cost the west of England mayoral combined transport Authority and North Somerset council more than £ 10 per passenger which the cost per passenger is now costing a considerable higher amount of Taxpayers money,  
Or will this service contract just run its present form until it is terminated in 18 months time.

Metro west railway Network, We need to make progress on the Bristol Temple meads station Bedminster parson Street, Ashton Gate new station, pill and Portishead.

Bristol Temple meads station, Lawrence hill, Bristol Stapleton road, Ashley Down station, Filton Abbey wood station, Filton North, Henbury for cribbs causeway and Bristol zoo.

We need see progress on the new Railway station at Henbury including disabled access to Henbury Village for passengers with reduced mobility and partly sighted passengers, mother and Father's with buggies.  
and progress on Charfield station. On the Bristol Temple meads station Filton Abbey wood, Bristol parkway station, Yate Charfield new station, cam and Dursley, stonehouse Bristol Road Gloucester central Cheltenham spa Ashchurch for Tewkesbury Worcester Shrub Hill, Worcester Forgate Street.

We also need signalling on the new level crossing at Avonmouth Dock as Network rail are replacing the level crossing, so we must plan for the Henbury loop expansion.,

Disabled accessible lift to Weston super mare lift Nailsea and Backwell, Parson Street, Bristol Lawrence, Bristol Stapleton road, Avonmouth, Cheltenham spa,  
And an number of accessible train to replace the intercity Express trains on the Bristol Temple meads station to Filton Abbey station, Bristol parkway station yate, Charfield new station Cam and Dursley, Gloucester central, Cheltenham spa Ashchurch for Tewkesbury Worcester Shrub Hill Worcester Forgate Street, Intercity Express trains cross country cannot pick up wheelchair accessible passengers in first class wheelchair space if the train does not platform at Yate, Cam and Dursley and Ashchurch for Tewkesbury.

With the need for a transport plan bus services and metro west Railway Network services for the gravity factory in Bridgwater Somerset. On Agrulas Tata factory in Purton working With Bridgwater Town Council, Somerset council

Transport Authority, western Gateway Transport Board chair councillors Don Alexander Transport executive Bristol city council, and Peninsula Transport Board, chair councillors Andra Davis.

Bus and coach services network with First group plc South buses Division From Greater Bristol, South Bristol Weston super mare and Bath, and a railway link on metro west Railway Network to Puriton Station on the freight railway line in the Battery's factory to move the Battery's to the west Midlands Tata BMW factory, Passengers railway services from Bristol Temple meads station, Bedminster Parson street, Nailsea and Backwell, Yatton for Clevedon, Worle parkway, Weston millon, Weston super mare, Highbridge and Burnham on sea to Puriton station, New station Bridgwater, Taunton, Wellington, New station Cullompton new station and Exeter St Davids.

West of England mayoral combined transport Authority and North Somerset council need to play Major role in in the Bristol city Region and the southwest of England,

We must make the west of England mayoral combined Authority with North Somerset council as a full member work for passengers residents and stakeholders of the region.