

Question: PQ08.01

Cabinet – 22 June 2021

Re: Agenda item 8 – Bristol Bus Stop Suspension Charges

Questions submitted by: David Redgewell

Question 1

Whilst we support the city council putting up the charges to the utilities companies from £82 to £250 per shelter for companies like Bristol water company Perron, Wessex Water Service WTL and covering another 31 of officers time as passengers information is now provided by the metro mayor Dan Norris under Travel west which includes passengers information on bus stop realtime information.

The city and county of Bristol suspended in conjunction with the WECA mayoral transport authority 362 Temporary traffic orders for bus stop closures 154 with Temporary regulations at a cost to the Authority of £7147.

In the future, bus stop maintenance would be better transferred to the West of England metro to save money on 3 unitary authorities carrying out a passengers transport function.

We also note from the Director report that in Greater Manchester, West Midlands and West Yorkshire that bus stop maintenance and suspension orders is a responsibility of the combined Mayoral transport authority. **Are these new charges taking account of WECA input into Bus service delivery under the Government White Paper “Bus Back Better” and the Bus Improvement Plan?**

Answer:

- **The proposed new charges will reflect the work of the Council to execute its duty to manage and mitigate disruption caused by roadworks. A number of benefits of the proposed changes will help support some of the aims and objectives defined within the National Bus Strategy, such as seeking bus service improvements by reducing public transport disruption and congestion, leading to a more efficient highway and public transport network.**
- **Bus stop infrastructure assets are owned by Bristol City Council acting as the Highway Authority and therefore the maintenance of these assets fall under the remit of the Council.**
- **Bus service information is provided by WECA, however information regarding bus service changes as a result of works on the highway is supplied by Bristol City Council’s Public Transport Team. As the Highway Authority, it is the responsibility of the Council to facilitate and mitigate the impact of roadworks, diversions and bus stop suspensions, working with, and communicating with relevant stakeholders including WECA.**

Question 2

The equalities impact assessment is to be welcomed but often disabled passengers find bus and coach stops closed in the city and county of Bristol and across the west of England combined authority area without temporary drop kerbs and lack of temporary castle kerbs facilities for disabled passengers in fact the stops often have barriers around.

Passengers would like under these new charge for Bristol city council officer time working with west of England metro Dan Norris access to very important city wide alternative bus stops and shelters is going to be maintained both in terms of shelters drop kerbs, information and disabled access information at bus shelters need to improve both during temporary closures and permanently when the bus stop is opened up .

Disabled people and passengers need a hot line to the council or Travelwest to report if alternative facilities provided by utility companies are not accessible especially wheelchair users and mothers and fathers with buggies and older people. It must be noted when WECA mayoral transport authority or the city council find out the temporary stop is not accessible immediate action is taken. We also note that North Somerset council have officers on the ground supervising the works and charge £120 per bus stop and the stops are heavy cleaned afterward by the utility company to covid safety standards.

Will the city council and the Metro mayor commit to holding the utilities companies more to account when carrying out street works at bus and coach stop in the city region so passengers can use public transport easily?

Answer

- **Yes. This issue could also be raised at the Transport Board.**