

**Statement: PS08.01**

**Cabinet – 4 July 2023**

**Re: Agenda item 8 – Bristol City Docks – Harbour Revision Order**

**Statement submitted by: South West Transport Network**

Public statement

Whilst we welcome Bristol city council position to make the Harbour economy viable and cover more of its costs.

It is also a major west country tourist attraction and is enjoyed by residents of the Bristol city Region and provides economy growth in Tourism and Harbour activities for the city.

There is a need for consultation with the community that live and work in the Harbour and the Passenger ferries and Excursions boat operators.

We certainly understand the need for Bristol city council as Harbour Authority.

Working with the west of England mayoral combined transport Authority mayor Dan Norris to carry out restoration work on the walls quay sides walk ways

And landing stages and ferry Terminals

Many are still not fully accessible to passengers with reduced mobility and wheelchair users and many Bridges need repairs.

With the Harbour Revision order

We ask Bristol city council as Harbour Authority to carry out public consultation with stakeholders and people who live and work in the Harbour and with the Bristol Ferry boat company and other ferry operators and Excursions operators in the Harbour.

The Bristol Ferry boat company and Boat 7 provide public transport Network River service which are important to the community that live and work in the Harbour and tourist boat services.

We are also grateful to councillor Ellis

King and mayor Malvin Rees in the plans to rebuild Underfall yard.

With the Trust and Heritage England

We therefore ask the council to consult

The Harbour stakeholder and passenger ferry operators.

David Redgewell South West Transport Network.

And diversity and equality Director Bristol ferry boat company.

**Question: PQ08.01**

**Cabinet – 4 July 2023**

**Re: Agenda item 8 - Bristol City Docks - Harbour Revision Order**

**Question submitted by: David Redgewell, Equalities and Diversity Director for Bristol Ferry**

**Question 1:** With sustainable transport being very important part of the city region Transport Network on the Harbour revision order for Bristol Harbour (Former city Docks)  
What discussion are planned with the ferry boat companies that provide Tourist and public transport ferry services in the city Harbour?

**Question: PQ08.03 & PQ08.04**

**Cabinet – 4 July 2023**

**Re: Agenda item 8 - Bristol City Docks - Harbour Revision Order**

**Question submitted by: Ben Ewing**

**Question 1:** Regarding the extent and proposed extent of boundary of the Harbour, the public document pack states the following.

Page 2, bullet point 9, states the new HRO will “• Identify extent of Harbour Estate”

Page 3, bullet point 5, states that “• Appendix A shows the proposed extent of the boundary of the Harbour Estate to be included in the new HRO submission. This is unchanged from the 1998 HRO.”

I can clearly see the maps within Appendix A which shows the proposed extend of boundary of harbour Estate, but cannot see a copy of the current map of harbour estate. On requesting a copy of the current boundary map of the Harbour Revision order currently in force (1998), it was said that “this map will not be shared”

How can this cabinet, Mayor office, and wider council, stand up to scrutiny when the current and proposed estate boundary are not available to compare and contrast. Please can you make both maps available.

Furthermore, the current revision order in force (1998), and the previous revision order (1993) make no reference to “boundary of the Harbour Estate to be included in the HRO submission”

**Question: CQ08.01**

**Cabinet – 4 July 2023**

**Re: Agenda item 8 - Bristol City Docks - Harbour Revision Order**

**Question submitted by: Councillor Patrick McAllister**

Appendix E of this agenda item's papers – the Equality Impact Assessment – does not make reference to the fact that the Gypsy, Roma and Traveller community is disproportionately represented within the harbour community, and the harbour community as a whole can be considered a distinct cultural group in some aspects. What steps will the Council take to ensure that the Harbour Review process is accessible towards these groups and takes their views into formal consideration?

**Statement: PS09.01**

**Cabinet – 4 July 2023**

**Re: Agenda item 9 – Bristol Community Safety Partnership - Joint local Police & Crime Plan / Community Safety Partnership Plan 2023-26**

**Statement submitted by: Bristol Disability Equalities Forum**

We very much welcome this plan and the work with police and crime commissioner mark shelford. Police and crime commissioner.

We welcome the plan and making the city and county of Bristol a safer community to live and work and visit.

We would like to draw to the cabinet meeting attention the work of Bristol public transport ,safety partnership.

Working with the west of England mayoral combined transport Authority and North Somerset council.

Bristol city council with sari leads Alex raikes is the partnership chair partnership with Banes council South Gloucestershire council and North Somerset council as members.

Avon and Somerset police,British Transport police. Port police

First group plc Great western railway

First group west of England buses. Stagecoach west Transpora buses. Alex raibus , big lemon buses.

National Express coaches.

Megabus coaches Falcon Scottish city link.

Cross country trains German state railway arriva group.

Taxis service

Bristol ferry boat company.

Passenger groups

Bristol disability equalities forum.

Bristol older people forum.

Black South west Network.

Bristol and Somerset youth councils

LGBTQ community groups.

Public transport safety is very important on the Greater Bristol and Bath city region public transport Network.

From crime and anti social behaviour on the public transport Network

Fly pestering on the city bus shelters

Graffiti and tagging.

Safety at bus and coach stations interchanges.

We discussed bus coach train ferry

Taxis passenger safety.

Bus.

Dealing with meeting on youth council concerns and bus service cuts and safety issues

Coach service and railway travel

Taxis service.

LGBTQ issues of safety on the public transport Network and issue of passenger safety in oid market

And Clifton park street area .

Problem with the city council Environment enforcement officers at Bristol bus and coach stations Bristol Temple meads station and Bristol Bond street coach terminal.

On going passenger concerns with councillors dudd and Don Alexander.

Our next meeting on disabled passenger issue and safety on the public transport Network in July 2023 .

Mark shelford is having a meeting with the partnership Avon and Somerset police and British transport police port police passenger group and public transport operators.

But we have asked for more input in to Bristol city council safety partnership with the Avon and Somerset police.

Please can the cabinet look at this issue

And support a closer working relationship.

Brendon Taylor and Gordon Richardson Bristol disability equities forum.

David Redgewell South Gloucestershire equities member.

**Question: CQ10.01**

**Cabinet – 4 July 2023**

**Re: Agenda item 10 - Net Zero Investment Co-innovation Lab**

**Question submitted by: Councillor Martin Fodor**

**Background**

I've been calling for action on this since I first tabled a motion to BCC in 2020 when the council was the only authority not progressing Community Municipal Investments out of the authorities involved in the original development of the concept.

It's therefore great that this is finally being progressed to help Bristol tackle the climate emergency. People want to support climate action and there's increasing popular interest in ethical savings and investments - about £1m a year could finally be channelled into council endorsed green initiatives from individuals, and (hopefully) much more from businesses if this gets going.

[I'd be supporting item 19 funding for energy efficiency but most of us aren't allowed more than one statement and two questions.]

**Question 1:** What's the timescale for community investment to lead to funds being put to use in BCC backed projects in the city?

**Question: CQ10.02**

**Cabinet – 4 July 2023**

**Re: Agenda item 10 - Net Zero Investment Co-innovation Lab**

**Question submitted by: Councillor Katy Grant**

**Background**

I welcome this initiative, and applaud the city and the council for getting Bristol chosen for this opportunity by the Horizon fund. The finance that the city (and partners) will receive appears to be intended to do two quite different things – 1) create innovative green investment products that community members can afford, and 2) identify and disentangle barriers to investment in low-carbon opportunities.

**Question 1:** Can you give a bit more information on how the grant fund will be split between these two objectives, and also between the three stated funding platforms to be established – Citizen Community Climate Investment scheme, Net Zero Venture Fund and the Carbon Multiplier Fund?

## **Statement: PS11.01**

**Cabinet – 4 July 2023**

**Re: Agenda item 11 - Hackney Carriage Fare Review**

**Statement submitted by: South Gloucestershire Equalities Forum**

Whilst we understand the Bristol city council plan to raise the city Taxis fares there are a number of concerns for passengers that we wish to raise with the cabinet that Bristol Transport Board has raised the issue of south Gloucestershire council Banes and North Somerset council Taxis operating in the city and county of Bristol.

And the need to regulate this issue more on cross border issues.

We need a west of England mayoral combined transport Authority and North Somerset council city region approach

To Taxis fares and services.

Young people disabled people and older people find Taxis expensive.

Especially with many poor working class communities community having their bus services withdrawn by the west of England mayoral combined transport Authority and North Somerset council.

Because of lack of the transport levy

Increase .

As a disabled wheelchair users i have no fixed fare for journeys outside the city and county of Bristol into Kingswood Staple Hill Downend UWE Bradley Stoke Aztec West Hortham or Keynsham Whitchurch Bristol Airport.

Drivers have no rates and there are limited number of wheelchair accessible cabs in South Gloucestershire council Banes and North Somerset council area .

Which need addressing.

Passenger get charge all sorts of different fares ,

Some have book with fares but not enforceable.

The Bristol public transport safety partnership meeting have been addressing these issues with the Taxis licensing issue.

The birthday card bus fare is not extended to Taxis bus type services

Which it could of been.

and westlink do not run in most Bristol

But we would welcome more discussion about the Taxis service fares and service with older people forum Bristol disability equalities forum, Bristol youth council.

Driver behaviour and safety a report of the youth council meeting with Bristol public transport community safety partnership officers and the west of England mayoral combined transport Authority and North Somerset council.

We would also welcome more safe at Taxis stands in Bristol city centre.

Old market for the LGBTQ community.

Clifton Down station.

And the removal of Taxis stand closure notice at college green.

More Taxis ranks and shelters.

With the biggest bus cuts in any city region other than Stoke on Trent.

Taxis are the only form of public transport in Ashton Vale Oldbury Court parts of Bristlington, Knowle, Fishponds Eastville Easton the Dings Southmead.

Stapleton Broomhill.

But Taxis are the only service available.

So fare increases are very difficult.

But we would welcome a region approach to Taxis .

I not sure of the consultation with Bristol disability equalities forum or west of England centre for disabled living or the Disability commission or Bristol older people forum.  
Brendon Taylor Bristol disabled equalities forum youth member and wheelchair user .

**Statement: PS12.01**

**Cabinet – 4 July 2023**

**Re: Agenda item 12 - Western Harbour Master Plan and Infrastructure Delivery Plan**

**Statement submitted by: Rachel McNally**

Since the first Western Harbour proposal in 2018, many residents of Hotwells and Cliftonwood have felt shut out by the consultation process. This has caused a breakdown in trust between the community and the Council. I welcome the potential that a refreshed Western Harbour Advisory Group offers to restore that relationship.

I would like to see more detail about group recruitment, specifically local people.

With respect to John Savage, I would suggest that a new Chair is appointed who offers a neutral starting position for the group.

I would also like to see the community engagement embedded at a decision making level not just an advisory level.

While the Western Harbour Vision is aspirational I would like to see clearer pathways on how it is delivered for communities.

In Hotwells and Cliftonwood, right now, we need a community space; a doctor's surgery; shops. Despite our affluence, there are pockets of poverty in our area and people living there are disproportionately affected by the lack of such amenities. These needs will only increase with future development.

I would also like a stronger commitment to public transport: connecting Bristol to the wider region. Many commute into the city and without this it is not obvious to me how private car use will be reduced.

I urge the Council to work actively with local people to achieve a plan that builds the resilient and happy communities that we all want, now and in the future.

Rachel McNally  
Chair of Hotwells and Cliftonwood Community Association

## **Statement: PS12.02**

**Cabinet – 4 July 2023**

**Re: Agenda item 12 - Western Harbour Master Plan and Infrastructure Delivery Plan**

**Statement submitted by: Joanna Booth**

The Western Harbour Advisory Group is having a refresh. Perhaps this time we can get some actual representation rather than have a group full of friendly faces to the administration.

The weaknesses in the previous group were quite something considering the lack of attendance, appropriate representation, and consideration of the community.

I attach a heatmap I made of attendance at the meetings. It is quite evident that under John Savage's chairship, there were few people attending by the end, and in the meetings few members were given any actions or involvement at all; some people never attended, others were appointed as friendly faces to the administration and they barely turned up as well. It should be unacceptable that the mayor's pastors are involved in this attempt to manufacture consent for the Western Harbour.

The initial engagement about Western Harbour saw 2600 comments made by residents. These were all ignored and instead £150k of public money were used to create a new 'consensus'.

The new manufactured consensus included no discussion about a huge part of the project, namely the roads. We now have to talk about the roads because the Arup proposal (secret for a very long time) has been overshadowed by the listed status of the Underfall Yard substation.

We really need to talk about the WHAG's chair, John Savage, too, and his pre-determination in this post; not only has he written a report called *High in Hope* with ideas of how the area should look and, but his influence can be seen in a lot of the outcomes for the current Harbourside.

One has to wonder whether Savage's proximity to money and business has caused Bristol City Council to forego all democratic procedures and principles. The people of Bristol are meant to be protected by our elected representatives from business exercising its power through its money and time. Instead, we have business leading the way in one of the most important developments in our area.

As a member of the Cumberland Basin Stakeholder Group, I would like it on the record that the manufactured consent by the WHAG is not acceptable, and it's not particularly believable either.

I suggest the people of the area actually get asked for their opinions and how these changes will affect them.

## **Statement: PS12.03**

**Cabinet – 4 July 2023**

### **Re: Agenda item 12 - Western Harbour Master Plan and Infrastructure Delivery Plan**

#### **Statement submitted by: Suzanne Audrey**

The Decision Pathway Report for the Western Harbour Master Plan and Infrastructure Delivery Plan Funding states that one of the purposes of the report is: “To note the process for establishing a new community working group to work with the project team on the development of the masterplan and Infrastructure Delivery Plan.”

The report fails to acknowledge the early process surrounding the Mayor’s proposals for Western Harbour. It seems likely that this is because the process was deeply flawed and raised considerable concerns amongst those who live or work in the area, as well as people across the city who care about this important part of Bristol. Fortunately, the history and timeline are well documented by Hotwells & Cliftonwood Community Association:  
[Cumberland Basin & Western Harbour plans: History and timeline - Hotwells & Cliftonwood Community Association \(hotwellscliftonwood.org.uk\)](http://hotwellscliftonwood.org.uk)

The initial Western Harbour Advisory Group (WHAG) was made up of individuals approved by the Mayor through an undocumented process, and excluded local councillors who had been elected to represent the communities most affected by the proposals. Consequently, WHAG was widely perceived as lacking credibility. Attendance was sporadic and members of WHAG acknowledged that change was needed.

The Harbour Hopes consultation appeared to be an attempt to ‘start again’. And now we have a paper before cabinet that includes establishing a new community working group whose purpose is to work with the project team on the development of the masterplan and Infrastructure Delivery Plan. The paper states that the community working group would refresh and replace the Western Harbour Advisory Group (WHAG).

However, despite previous concerns that ward councillors were excluded from WHAG, it seems that they will still be excluded from the new group and “there will be a separate briefing process for ward members”.

It is necessary to access Appendix A to discover that “John Savage will remain as chair”. No information is given about the process through which the Chair was appointed. Who decided John Savage should remain as Chair? Why was it not considered appropriate for the new group to select/elect their Chair? John Savage lives in South Gloucestershire, but the groups is intended to represent people across Bristol: is it not possible to find a Chair who actually lives in Bristol?

Unfortunately, a ‘new’ group with the same Chair as the previous group, and with a clear instruction to exclude local councillors, will lack credibility from the outset. An opportunity to truly refresh the group will be lost if this paper is approved today.

**Question: PQ12.01**

**Cabinet – 4 July 2023**

**Re: Agenda item 12 - Western Harbour Master Plan and Infrastructure Delivery Plan**

**Question submitted by: David Redgewell, Equalities and Diversity Director for Bristol Ferry**

**Question 1:** With the importance of the Regeneration of western Harbour including new Homes and Tourism facilities and a new Transport highway Network to be developed by Bristol city council as Highway and Port Authority and the west of England mayoral combined transport Authority and North Somerset council. Will there be a public consultation to include the Harbour ferry companies?

**Question: PQ12.02**

**Cabinet – 4 July 2023**

**Re: Agenda item 12 - Western Harbour Master Plan and Infrastructure Delivery Plan**

**Question submitted by: Suzanne Audrey**

**Background**

The initial consultation relating to the Western Harbour project and the establishment of the Western Harbour Advisory Group were not well-handled and resulted in concerns about lack of transparency. The report, Refresh of the Western Harbour Advisory Group, states that "new ambitions" for the group include "adopting a transparent process" and an "open application process". However, it also states: "John Savage will remain as chair". Unfortunately, the original Western Harbour Advisory Group was widely regarded as unrepresentative, there were some concerns about cronyism, and attendance was poor. It is also worth noting, since the aim is for a "city-wide advisory group", that John Savage lives in South Gloucestershire, not Bristol.

**Question:** Given the stated commitment to transparency, please explain the process through which it was agreed that John Savage should remain as chair of the "refreshed" Western Harbour Advisory Group including who was involved in the decision.

**Question: PQ12.03 Q PQ12.04**

**Cabinet – 4 July 2023**

**Re: Agenda item 12 - Western Harbour Master Plan and Infrastructure Delivery Plan**

**Question submitted by: Martin Rands**

**Question 1:** John Savage will remain as chair of the 'refreshed' Western Harbour Advisory Group. Stakeholders will have to apply to be included, but will be selected due to the limit on numbers. No elected ward councillors will be included. Apart from the fact that the residents association chair will now have to apply and be selected, whereas previously their membership was automatic, what exactly has changed?

**Question 2:** Who will appoint the membership?

**Question: PQ12.05**

**Cabinet – 4 July 2023**

**Re: Agenda item 12 - Western Harbour Master Plan and Infrastructure Delivery Plan**

**Question submitted by: Dan Ackroyd**

**Question 1:** There are very few usable crossings from south to north Bristol. It would be an incredible tragedy if and when Bristol actually gets around to building a tram network that we found that the Cumberland Basin crossing should be a vital part of it, but because the masterplanning didn't factor that in, it was impossible. Is it possible to set a requirement that the design of any road reorganisation includes reserving space for tram stops in the work done?

**Question: PQ12.06**

**Cabinet – 4 July 2023**

**Re: Agenda item 12 - Western Harbour Master Plan and Infrastructure Delivery Plan**

**Question submitted by: Andrew Lynch**

**Question 1:** How can people take seriously the intention that the Western Harbour Advisory Group should hear the voices of the community and then re-appoint a 78-year-old businessman who does not appear to live in the city, whose leadership has rarely seen half the members attend meetings and who has said publicly that he should have retired from the post? If the group is being refreshed it needs a new chair.

**Question: CQ12.01**

**Cabinet – 4 July 2023**

**Re: Agenda item 12 - Western Harbour Master Plan and Infrastructure Delivery Plan**

**Question submitted by: Councillor Katy Grant**

**Background**

In answer to a recent question posed at the 16<sup>th</sup> June WECA meeting, the Metro Mayor said the Western Harbour Master planning process will “set out in detail where the new homes, jobs and green/blue, physical, social and community infrastructure that Bristol needs **could** go, and how the existing community, natural and heritage assets can be best served and celebrated.”

**Question 1:** Based on the use of ‘could’ here, does this mean that a list of scenarios, including the possibilities on renewed road infrastructure, or new roads, will be presented, so that the public can see a range of options, rather than just one proposed plan?

**Question: CQ12.02**

**Cabinet – 4 July 2023**

**Re: Agenda item 12 - Western Harbour Master Plan and Infrastructure Delivery Plan**

**Question submitted by: Councillor Patrick McAllister**

**Background**

I applaud the ambition of delivering 50% affordable housing in the Western Harbour area – this target would go some way towards alleviating the chronic housing pressures that Bristol faces.

However, much of the development works required in the area are highly complex and therefore expensive – in particular the redevelopment of the Bond warehouses. Additionally, expensive flood defences are likely to be required to enable residential buildings to be constructed safely.

**Question 1:** With this in mind, how confident is the administration that the target of 50% affordable housing is a realistic one?

**Question: CQ12.03**

**Cabinet – 4 July 2023**

**Re: Agenda item 12 - Western Harbour Master Plan and Infrastructure Delivery Plan**

**Question submitted by: Councillor Christine Townsend**

**Question 1:** The 'Advisory Group' is to be refreshed but with the same politically appointed and endorsed Chair of John Savage, an ex Merchant Venturer, ex Labour candidate for Avon and Somerset Police PCC – why does the Mayor not have confidence that those who will also be politically appointed to this Advisory Group will have sufficient agency to elect their own chair from amongst their number?

**Statement: CS16.01**

**Cabinet – 4 July 2023**

**Re: Agenda item 22 – Council Tax Reduction**

**Statement submitted by: Councillor Patrick McAllister**

The proposed options for cutting the Council Tax Reduction Scheme run a severe risk of damaging economic output across Bristol, with a disproportionate impact in poorer areas that have a higher proportion of people currently in receipt of CTRS.

While these risks are outlined in Appendix A, it is notable that Council Officers – through no fault of their own – were not able to quantify the negative fiscal multiplier effect that can be expected to result from withdrawing this financial support from some of the most vulnerable people in our city. Appendix A also notes the likely impact on businesses from reduced consumer spending, with corresponding declines in employment, business rate income, and provision of private-sector services.

Cutting CTRS would therefore be economically hazardous, with the Council not knowing the full extent of the risks involved. The danger – that we just do not have quantification for – is that this cut could exacerbate the financial difficulties of the city further down the line.

**Statement: CS16.02**

**Cabinet – 4 July 2023**

**Re: Agenda item 22 – Council Tax Reduction**

**Statement submitted by: Councillor Carla Denyer**

I know all too well that Council budgets have been brutally cut by 13 years of Tory government austerity and there is no fat left to trim. But of all the cuts, cutting funding for the Council Tax Reduction Scheme must be one of the cruellest. It affects the very lowest income households the most. It will likely make people go hungry, would inevitably see visits from bailiffs imposed on the poorest in Bristol, as those already under immense pressure due to cost of living increases are simply unable to pay. It will make some homeless.

The Cost of Living Crisis is still biting hard. Two pieces of recent research from the Joseph Rowntree Foundation put it in black and white:

- 5.7 million low-income households are [having to cut down or skip meals](#)
- The Universal Credit standard allowance is at least [£35 too low](#) to cover basic costs, meaning that 90% of low-income households on Universal Credit are currently going without essentials.

Cutting the Council Tax Reduction Scheme will target these very same people with yet more inequality and suffering. These are the very last people that we as a Council should be asking to pay more.

Please do not go ahead with this proposed cut.

**Statement: PS20.01**

**Cabinet – 4 July 2023**

**Re: Agenda item 20 - Environmental Enforcement Concession Service**

**Statement submitted by: David Redgewell**

Whilst we fully support all the work that being carried out by the mayor Malvin Rees and councillor kye Dudd on cleaning up the city streets removing fly tipping on the streets and pavements.

To all residents and Tourists and especially disabled people and mother and father with buggies use the streets.

We have seen major improvements

also the removal of fly posters and tagging from Buildings, subways, utilities

Box and bus and coach infrastructure and bus shelters and stops

In partnership with the west of England mayoral combined transport Authority.

but more need to be done on enforcement and prosecution in these areas with the Avon and Somerset police and British transport police and enforcement officers on fly posting and graffiti.

We are very concerned that the city council enforcement officers unlike those in Banes, South Gloucestershire and North Somerset council

who are at present spending their time on litter enforcement duties sitting outside Bristol bus and coach station

and at Bristol Temple meads station

both locations are gateway to city and the city region.

and have very limited bins due to transect security and need for clear bins and bags and security checks.

at both locations First group plc Great western railway company and west of England buses have extra cleaning.

at Bristol Temple meads station Network rail western First group plc Great western railway British transport police carry out security checks.

because of the security situation a lot more cleaning is carried out of litter

at the Bristol public transport safety partnership covering the Bristol city region and west of England mayoral combined transport Authority and North Somerset council. The partnership includes passenger representative equalities group's bus Taxis service coaches railway operators and Avon and Somerset police and the British transport police and is chaired by Alex Raikes of sari

at our last meeting myself on behalf of passengers disabled and equalities stakeholders we raised the issue of the city council Environment enforcement officers code of conduct

like the Region manager for first group plc west of England buses are at Bristol bus and coach station .

I have noticed the Environment enforcement officers targeting passengers who have put down cups outside the cafes outside the main bus station entrance.

Bus and coach drivers have been targeted whilst having their breaks

sitting outside the bus and coach station.

it's not clear the role of these officers at Bristol bus and coach station except to raise fine revenue at these locations.

Passenger arrive by National Express coaches, megabus, Airport flyers and the first impression of the city and county of Bristol and the South west of England.

Is also a safe space for disabled passengers and a threaten with fines for littering or fines and has caused distress for disabled people.

Bristol city council does not provide litter bins in the area of the cafes.

We have no notice by Bristol city council to say litter enforcement officers are in operation in the area of Bristol bus and coach station or Bristol Temple meads Railway station.

The stagecoach west megabus coaches Falcon bus terminal is another location these officers target public transport Network passengers.

First group plc manager

One of the most customers focussed public transport manager I work alongside as passenger group representatives has raised these concerns with Bristol city council officer and the head of equalities first group plc and National Express coaches are trying to improve the customer experience at the bus and coach station with the west of England mayoral combined transport Authority and mayor Dan Norris and this not helpful

I have watch with deep concern these officer in operation and the problems they are causing to the city passengers on at main bus station.

If also difficult to identify the officer involved with number unlike police officers or security officers.

Banes council South Gloucestershire council and North Somerset council all use enforcement officers.

To carry out litter fines enforcement of fly tips and catching criminals involved in tagging. But not targeting Bristol parkway station yate bus station or cribbs causeway bus station uwe bus and coach station.

Bath bus and coach station and Railway station or Weston super mare bus and coach station interchange or Weston super mare railway station.

The question that the cabinet need to review is the operational framework of theses officers at city Region main Transport hubs and the city centre and Tourist hot spots . Keeping the city and county of Bristol clean and tidy and litter free clear of fly posters and removing and prosecuting tagger for criminal damage is important

But the roles of the city enforcement Environment officers needs to be reviewed.

We would welcome council kye Dudd discussion of these issues with Bristol public transport community safety partnership we have a meeting on disability and safety next .

And as the bus and coach is a safe haven for disabled passengers.

We would like this issue addressed

I must stress our support for mayor Ree campaign and action on cleaning up Bristol for littering flyposter which needs targeting and removing of tagging in the Great Beautiful west country city and its public transport Network.

First group plc bus and train Division are also spending a lot time and money on bus and train cleaning in our city public transport Network which is to be welcomed. Along with National Express coaches, megabus Falcon stagecoach group.

David Redgewell and Gordon Richardson Bristol disability equalities forum  
Member of Bristol Transport Board.

Bristol public transport safety partnership.

West of England mayoral combined transport Authority and North Somerset council bus service improvement plan Advisory panel

## Statement: PS22.01

Cabinet – 4 July 2023

Re: Agenda item 22 - Estate Rationalisation – Surplus Asset Disposals

Statement submitted by: Heather Williams

**Jacobs Wells Baths - The rise and fall of a council owned swimming pool.**

Over a century ago when few households had bathrooms there was a need to provide bathing facilities in the form of a bathhouse. At the time the swimming pool was only used by the men. As homes with bathrooms became the norm and people had more leisure time the baths were adapted to enable women to swim there. The building was modernised; and the internal arches were hidden from view. The swimming pool was closed soon after modernisation. The building entered a new phase providing a home for the dance community. When the dance community handed back the key seventeen dance practitioners lost their livelihood.

**Since 2016 the Jacobs Wells Baths complex has been used as a 'meanwhile' space. Both Jacobs Wells Community Hub and a local artist used the building until it was deemed too dangerous for us to enter the premises. The local community has lost a valued space - and this space not been replaced.**

Now more than ever the local community needs a space in which to meet. Rules during the pandemic forced people into isolation. Now society has entered a new phase - and people now understand why 'community' is so important to their wellbeing. Jacobs Wells Baths is the only local space that is suitable for a variety of arts / culture / leisure activities.

We should be working towards a twenty minute society - the shops and services we use should be within a twenty minute walk from home. How else can we stop people driving in their cars?

**My vision is for an intergenerational / multi-use space in a building that is much loved by the local community.** The building has been described as the Jewel of Jacobs Wells Road.

The council has received a well thought through plan to take the building forward. Emma Harvey and her team at Trinity are passionate about what they can lead on. They have a proven track record - working within an equally vulnerable and historic building. This is Bristol's last chance to do the right thing for the local community. Young people need a safe place to meet and to explore a range of activities. Older people thrive on connection - they need a place to meet. The height of Jacobs Wells Baths offers a space that is suitable for rehearsal and performance. Ph3 have prepared plans for the building that include a much needed cafe. <https://ph3design.co.uk/bristol-dance-centre/>

**Save Britain's Heritage has added Jacobs Wells Baths to their 'at risk' list -** <https://www.trinitybristol.org.uk/about/news/Latest/reuse-dont-lose>

Together we have a chance to improve the lives of people living in central Bristol. We need to transform Jacobs Wells Baths into a much needed community space. Contrary to the council's recent statement Jacobs Wells Baths has been identified as having **strong community value**. It is recognised locally as the **only space that is suitable for a multi-use community space**.

## **Statement: PS22.02**

**Cabinet – 4 July 2023**

### **Re: Agenda item 22 - Estate Rationalisation – Surplus Asset Disposals**

#### **Statement submitted by: Emma Harvey**

For over 15 years, I have been raising concerns about Bristol City Council's failure to adequately classify and protect its community buildings.

Today, I once again bring forth my concerns regarding the disposal process being tabled today. It highlights a lack of protective asset class for buildings like Jacobs Wells Baths and Ujima House, which have been listed for disposal alongside disused plots of land, an old lock-up garage and a former public toilet. The reduction of irreplaceable community buildings to footnotes in a 400-page agenda pack raises questions about how irreversible decisions are made about the assets we own.

Disposing of irreplaceable assets without adequate scrutiny or a consistently applied process jeopardises our connection to the past, erodes our present identity, and threatens the resilience of future communities. Such a decision should involve greater care than may be given by an 'estate rationalisation' exercise, when these decisions risk eroding the city's landscape of public spaces where our communities - growing in size and diversity - can connect, build trust, and foster unity.

These spaces are more than physical structures and worth considerably more than an old bog or a dumping ground. They represent a tangible connection to our city's heritage and have witnessed countless memories and community gatherings that have shaped our city's social fabric. Not only do these spaces connect and improve the daily lives of people in their surrounding areas, they can also act as significant local economic multipliers, generating jobs and supporting small businesses.

Specifically Jacobs Wells Baths is *the only* community hub within a locality with a combined population of 25,000 residents. As Trinity has already set out, it has every potential to service the needs of this locality's diverse communities; residents of HMOs and adjacent social housing blocks, older and young people, who have no other hub for locally based service provision.

#### **I ask the members of today's Cabinet what is the legacy you want to leave behind?**

I urge the Cabinet to reevaluate this process, as the Mayor has done with other recent called-in decisions, such as the Cultural Investment Programme. I urge members to consider the Labour Party's own commitment outlined in the 2019 *Land for the Many* report, which advocates for changing the way we make decisions about these critical assets. Bristol has the opportunity to lead the way and, rather than disposing of these cherished spaces with a dismissive wave, we could seek to adopt a new 'Public Realm' asset use class that can change the way we define and protect civic and cultural domains for all citizens.

These assets belong to the people of Bristol and as our elected representatives you are entrusted by us to act as our guardians of these shared spaces. Though your time in office may be limited, the decisions you make today will have lasting consequences for the communities of tomorrow. Please do not miss this once in a lifetime chance to make a positive impact to safeguard the legacy of these and other community buildings for the enrichment and well-being of present and future Bristolians.

*Emma Harvey, CEO of Trinity Community Arts Ltd, part of Save Jacobs Wells Baths Campaign and*

*Resident of Redfield, BS5 9HR*

**Statement: PS22.03**

**Cabinet – 4 July 2023**

**Re: Agenda item 22 - Estate Rationalisation – Surplus Asset Disposals**

**Statement submitted by: Damian Rooney**

I would like to express my concern and dismay at the proposal to dispose of Jacobs Wells Baths. Earlier in the year, the council announced an open CAT application process.

As a trustee of Hotwells and Cliftonwood Community Association I am aware that Trinity Community Arts and Bristol Historic Buildings submitted proposals and we are still awaiting the Council's decision.

As the local community association we have long campaigned for the need for a community hub in our area. We currently have none and Jacobs Wells Baths is one of very few local sites that is suitable for such a space.

Jacobs Wells Baths was built for the people of Bristol and throughout its history has been a nexus for the local community: as a swimming baths and community dance centre.

If the Council chooses to dispose of this site it is stripping the city of an important part of our civic heritage and future, and failing to engage with the needs of the local community.

We urge the Council to take the option of disposal off the table and abide by its own process in a fair and transparent way. Please recognise the importance of Jacobs Wells Baths as a community asset and choose one of the two proposals

**Statement: CS22.01**

**Cabinet – 4 July 2023**

**Re: Agenda item 22 - Estate Rationalisation – Surplus Asset Disposals**

**Statement submitted by: Councillor Katy Grant**

The inclusion of Jacobs Wells Baths in a list of assets to be approved for disposal at this month's cabinet meeting is disconcerting. I appreciate this may be procedural, but it is sending the wrong message to residents' groups, community members, and the two entities involved in a still-live Community Asset Transfer process, Bristol History Buildings and Trinity Arts Centre Bristol. As Cabinet will be well aware, this is a building with great significant history and meaning for people across Clifton, Cliftonwood and Hotwells and Harbourside, and one of the very few community spaces in Clifton ward.

The budget crisis is forcing the sale of many council assets, but we are expecting an exception to be made for these Baths. More than a thousand people signed a recent petition asking for the Baths to be restored for use as an arts centre or performance space, and for community use, and two credible and promising offers are on the table for this very outcome. Please give assurances to the city that the Council will complete the Community Asset Transfer process, and allow for a decision that will save the building from disposal.

## **Statement: CS22.02**

**Cabinet – 4 July 2023**

**Re: Agenda item 22 - Estate Rationalisation – Surplus Asset Disposals**

**Statement submitted by: Councillor Paula O'Rourke**

A cursory look at the grouped items proposed for disposal shows Jacobs Wells Baths to be an outlier in this group. The others are minor plots or buildings about which there is agreement that they are not providing a function. Not so Jacobs Wells Baths!

JWB was a much-loved dance centre for over 30 years and, when that closed, it was put up for a CAT. At that time, there were four strong proposals from groups or individuals who wanted to bring the building back into community use. As the paper says, the winning bid (Fusion) had the very ambitious aim of bringing the building back to use for swimming, as well as dance and community use. These plans were defeated by the post pandemic increase in construction costs and the energy crisis. Many frustrating years and many, many hours of officer time have been spent on that failed CAT. Sadly, this frustration seems to have led to a decision to dispose of the building in indecent haste.

For the following reasons, I request that Jacobs Wells Baths is removed from the list of properties to be disposed:

- It is scheduled to be considered for a CAT on 17th July, so, surely, we should wait for the outcome of that before a decision to dispose is made;
- It is not in line with the other items on the list as it is a major asset to the City and especially to the Ward;
- The Equalities Assessment does not acknowledge that this asset has a long history of supporting the local community in education and culture and there is a realistic ambition to return the building to the same or similar;
- There are NO community centres left in Clifton – apart from the Library, this is the ONLY public building left to the community!

**Question: CQ22.01**

**Cabinet – 4 July 2023**

**Re: Agenda item 22 - Estate Rationalisation – Surplus Asset Disposals**

**Question submitted by: Councillor Martin Fodor**

**Background**

The report says £36m capital receipts has to be raised from asset sales this year. Of course due to austerity the council budget needs all the funding we can find, so selling off land and buildings has to be considered, however worrying the cannibalisation of public assets. But we have to look at how this affects future services and community initiatives too.

This report identifies about £850,000 to come from those 7 places listed in this report.

**Question 1:** How many more reports and more properties or land parcels are expected to achieve the target?

**Question: CQ22.02**

**Cabinet – 4 July 2023**

**Re: Agenda item 22 - Estate Rationalisation – Surplus Asset Disposals**

**Question submitted by: Councillor Paula O'Rourke**

**Background**

The Equality Assessment asks 'Will the proposal have an equality impact on ... quality of life, health, education... etc'. The assessor has ticked the 'NO' box. While this may be correct for the majority of the items in the list to be disposed, it is wrong in the case of Jacobs Wells Baths.

The building has been used for education and health for over 30 years and was intended to be used for swimming, dance and youth provision, until the recent failed CAT proposal (as referenced in the paper). There are two further live CAT proposals which aim to bring the building back into use for youth provision and for more general community and cultural use. The Jacobs Wells Hub has been supported by elders in the community, who used the building for craft and social purposes and would do so again.

Clifton has no community rooms – none! We have an isolated population, many who are asset rich but cash poor, whose needs could be met by this building. Also, there are no places for youth to use.

**Question 1:** Please review the Equalities Impact Assessment in the light of the above information and justify how the loss of the building does not have a negative impact on the community?

**Question: CQ25.01**

**Cabinet – 4 July 2023**

**Re: Agenda item 25 - Annual Report of Write Offs**

**Question submitted by: Councillor Christine Townsend**

**Question 1:** The table at point 18 appears to show that about £3.4m of parking relating charges are to be written off from the last financial year, CAZ charges are excluded. Out of all the parking penalty notices BCC issues in a given year, what percentage end up being forgiven or remitted?