

Overview & Scrutiny Management Board 18 January 2024 Public Forum



Public Forum Questions

Ref	Name	Topic
Q1-4	Suzanne Audrey (attending)	Clean Air Zone
Q5-6	Dan Ackroyd (attending)	Mayor's Forward Plan and Clean Air Zone

Public Forum Statements

Ref	Name	Topic
S1	David Redgewell, Southwest Transport Network and Disability Equalities Forum (attending)	Clean Air Zone and Public Transport
S2	Dan Ackroyd (attending)	Mayor's Forward Plan and Committee System
S3	Ashton Vale Suffragettes supported by Bristol Older People's Forum (BOPF) (attending)	Public Transport



PUBLIC FORUM - Questions

Questions 1-4, Suzanne Audrey

Pre-amble

The improvement in air quality as a result of the introduction of the Clean Air Zone (and possibly other measures?) is welcome. These questions are not meant to be negative, but are attempts to understand the available data and what further beneficial actions can be taken.

Site name	In CAZ?	Change in Annual NO2 Post CAZ ($\mu\text{g}/\text{m}^3$)	Change in Annual NO2 Post CAZ (%)
Blackboy Hill* (special issue/not in analysis)	No	15.3	42.3
Galleries* (special issue/not in analysis)	Yes	10.1	19.8
Dalby Avenue Church Lane	No	4.0	16.9
High St (North of Bristol Bridge) lamppost outside Wards solicitors	Yes	4.8	15.7
Gloucester Rd-CAZ-Lamppost by bus stop	No	3.5	14.1
Baldwin Street traffic light outside domino's	Yes	2.7	8.9
Strathmore Road	No	2.3	8.3
Cheltenham Road - lamppost by Montpelier High School	No	2.4	6.8
Temple Way Bridge-CAZ-Lamppost Temple Way Bridge	Yes	1.9	6.8
A4044 Roundabout-CAZ-Lamppost	Yes	2.8	6.7
Cheltenham Rd-CAZ-Sign opp Tesco	No	2.1	6.6
20 Ashley Road	No	1.6	6.5
Ashley Road-CAZ-Lamppost opp Drumd Rd	No	1.5	6.2
Bishop Road	No	1.2	4.6
Cheltenham Rd-CAZ-Post by Papa Johns	No	1.4	4.5
Victoria St-CAZ-Lamppost opp Mitchell Lane	Yes	1.3	4.4
Troopers Hill Opposite No 30	No	0.6	4.4
Blackswarth Road Opposite St Patrick's School	No	0.8	4.4
Fishponds Rd-CAZ-Lamppost	No	0.9	3.7
Linden Rd-CAZ-Lamppost by house	No	0.6	2.8
Gloucester Rd-CAZ-Lamppost opp Baths	No	0.7	2.4
Linden Rd-CAZ-Lamppost by house	No	0.4	1.8
Lower Ashley Rd-CAZ-Lamppost opp London Rd	No	0.2	0.6
Church Rd-CAZ-Post by Barwaaqo Café	No	0.2	0.6
Victoria Avenue Opposite No 90	No	0.1	0.4

Total + 25, 6 in the zone, 19 outside.

Question 1. There are 25 areas across Bristol where air quality seems to have got worse since the introduction of the Clean Air Zone – some by a very small amount, and some look more significant. (Please see my hastily compiled table.) I appreciate the aim is to improve air quality overall, but will there be an examination of some of these areas to assess what may be making air quality worse and what can be done to address it?

Officer Response: Some of the areas highlighted are anomalies and down to other changes, Blackboy Hill for example. Other areas will have experienced an increase in pollution due to non-compliant traffic diverting and/or overall traffic increasing in volume. These impacts are likely to recede somewhat as traffic settles back into a more balanced overall pattern. Air quality will also continue to improve year on year as engine improvements reduce emissions. While there are no specific plans to address air quality at these locations, almost all of which are within legal limits, the council is bringing forward a number of sustainable transport schemes that will improve and enable better access to more sustainable modes which will drive improvements in air quality longer term.

Question 2. Mention is made in the report of increased motor traffic using the junction of Wells Road and St Johns Lane. I found this difficult to follow. Please can the 'left turn' and 'right turn' relating to this junction be explained? Broadly speaking, where are these vehicles likely to have come from, and where might they be going?

Officer Response: The St John's Lane graphs show movements that have changed and those that haven't. The left turn from St John's Lane into Wells Rd has not changed significantly while the right turn into St John's Lane has done. The left turn into Wells Rd more or less forces you to enter the CAZ downstream and this flow has not changed significantly indicating that while some drivers will be taking other routes to avoid the CAZ and this route (non-compliant), others are then filling up the capacity released to go through the CAZ (most likely compliant vehicles). The right turn into St John's Lane from the Wells Rd can be accessed either from Bath Bridges direction (within the CAZ) or from Bath Rd / Totterdown Bridge direction which is a route that can be used to avoid going through the CAZ. This graph shows an increase in traffic, most likely due to non-compliant vehicles from the Totterdown Bridge direction taking this route to avoid the CAZ.

Question 3. Totterdown is on the edge of the Clean Air Zone and is affected by two busy main roads – Bath Road and Wells Road – with traffic rat running between them. This is a persistent problem, well known to transport officers. Residents are concerned that the rat running may have increased as vehicles try to avoid the Clean Air Zone. Has there been any attempt to monitor rat-running in this area since the introduction of the Clean Air Zone?

Officer Response: No.

Question 4. If an area is affected by an increase in motor vehicles, or a decrease in air quality, as a result of the Clean Air Zone, will that area be prioritised for measures to improve walking, cycling and road safety (for example, pedestrian crossings, cycle lanes?)

Officer Response: A £10m allocation for Local Transport schemes is proposed to be funded from the net proceeds of the CAZ. This fund will be available for local traffic schemes outside of major corridors. The conditions of the fund will be that schemes will need to contribute to the aims of the CAZ – improving air quality etc, so measures that improve walking, cycling and road safety would be likely to qualify. Distribution of the fund will be determined by the administration in charge when the budget is made available from the 2024/25 financial year onwards noting that schemes will require design and development before they can be implemented.

Questions 5-6, Dan Ackroyd

Question 5 Preamble: In what appears to be the current constitution (<https://www.bristol.gov.uk/files/documents/3319-cs-constitution-part2-articles-of-constitution-0/file>), under "Article 14 – Decision Making" there is the following:

"(a) Forward Plan

Forward plans will be prepared by the Mayor to cover a period of four months, beginning with the first day of any month. The forward plan will

be prepared on a monthly basis and subsequent plans will cover a period beginning with the first day of the second month covered in the preceding

plan and will accord with the Access to Information Rules (APR)."

That appears to say that the forward plan will be produced on a monthly basis, with each plan covering four months.

Question: Can it please be explained why that bit of the constitution isn't being adhered to or have I misread it?

Officer Response: This question would be better directed to the Mayor, however, we can confirm that the Forward Plan is published monthly and includes information about future Cabinet decisions. This will always adhere to the statutory minimum notice of 28 days but where possible details of key decisions that will be taken in the future will also be included.

Question 6. The papers for the Clean Air Zone report were not published until yesterday morning with the deadline for questions at 12 noon the same day. I realise there the papers are also going to cabinet, but that meeting is chaired by the administration, and so isn't a 'friendly' place for questioning.

Is this agenda item properly before this committee to be considered?

Response from OSMB Chair: Firstly, as Chair, I would not allow an item to remain on the agenda if I did not think that OSMB members were able to make a valuable contribution in scrutinising it.

Why it is of course less than ideal that the Clean Air Zone papers were not published earlier, there are often multiple reasons for papers being delayed especially if they are assessing complex issues such as tackling the illegal levels of poor air quality in our city. Obviously OSMB members would have preferred more time to review the papers given the importance of the matter being discussed and that is why I asked for this meeting to be pushed back a day later than originally planned in anticipation of a potential delay to a report that also required communication with central government. The deadline for public forum questions for Cabinet on this matter has been extended until the day before Cabinet meets, and it may well be that individual members of OSMB will submit statements and questions on this subject to Cabinet based on the responses to our questions today.

PUBLIC FORUM - STATEMENTS

Statement 1: David Redgewell, Southwest Transport Network and Bristol Disability Equalities Forum

As a public health measure, whilst we very much welcome this Clean Air Zone report which has reduced emissions in the city centre by 9%, reducing asthma respiratory illness and premature deaths, the £26 million pounds is to be welcomed as mean of improving public transport, walking and cycling facilities, to offer alternative to driving into Central Bristol for work, shopping, health care, hospital, school, College, university, leisure and Tourist facilities.

But with the Transport Authority being the West Of England Mayoral Combined Transport Authority jointly with North Somerset Council for many transport functions, and the need to pay the Transport Levy to fund Public transport Network services under the control of Metro Mayor Dan Norris and the West Of England Mayoral Combined Transport Authority act with South Gloucestershire County Council and Bath and North East Somerset council and partly funded by North Somerset council. We see the Transport levy from Bristol city council is payment is £6.3 million pounds adding £1.57 million pounds to public Transport services. But with £26 million pounds raise need to be spent on bus services and Public Transport Network services to reduce access to Bristol by the private car and especially cars that pollute the air quality.

There is a need to restore bus services to the part of Bristol without a bus service, on to the working class estates left without any public transport services Network;

Services 23 Bristol City Centre to Ashton Vale Estate was withdrawn via Bedminster and Southville
Services 5 / 47 Bristol City Council to St Paul's, St Werburghs, Eastville Park, Stapleton, Broomhill, Fishponds, Oldbury Court, Downend, Bromley Heath, leaving the Vassal Centre without a bus service for disabled people.

Services 36 Bristol City Centre to Barton Hill, St Anne's Park Brislington has been withdrawn beyond St Anne's Park.

Services 10 11 Avonmouth Dock, Shirehampton to Lawrence Weston, Westbury On Trym, Southmead Hospital Bus Station, UWE Bus And Coach Station;

Bristol Parkway Station, Uwe Bus Station, Bristol Parkway Station, Bradley Stoke, Aztec West, Hotham, Alveston, Thornbury;

Chew Valley South Bristol Service, 672

52 Bishopsworth, Hengrove, South Bristol to the City Centre,

Parts Of The Dings And Easton;

have no public bus services.

As the priority should be offering alternative to the car for the Clean Air Zone should not more money be allocated to Public transport services. And restoration of the bus network using the Transport Levy and Clean Air Zone money plus car parking fees.

In the bringing into operation of the Bristol Temple Meads, Bristol Lawrence hill, Bristol Stapleton Road, Ashley Down, Filton Abbey wood, Filton North and Henbury for Cribbs Causeway and Henbury railway services with the city Region transport fund or walking and cycling facilities scheme, giving people alternative to the private car and therefore improving health measures and Air quality in central Bristol.

Whilst we welcome the allocation of clean air money for bus and public transport infrastructure through the city Region transport fund the biggest proity is to invest in public transport Network alternative like Portway park and ride Railway station and interchange, Ashley Down station, Henbury railway station still waiting planning permission, Filton North Station, or Ashton Gate station on the Bristol Temple meads station Bedminster, Parson street Pill and Portishead line. Or Charfield station.

There appear to be large allocation to highway related schemes in city regional Transport strategy through the west of England mayoral combined transport Authority and North Somerset council and western Gateway Transport Board plans. But not enough money allocation to get people on alternative transport walking and

cycling facilities, public transport bus service improvement Railway services, improvement metro west railway Network top priority for west of England mayoral combined transport Authority and North Somerset council Mayor Dan Norris and Bristol city council and western Gateway Transport Board schemes.

Can please look at the amount of money being allocated to Highway schemes, and not alternative public transport Networks walking and cycling facilities to help further clean up Bristol clean air and prevent asthma and respiratory illness and premature deaths. The same applies to Bath city centre schemes.

Statement 2; Dan Ackroyd

I have previously spoken at the Committee Model Working Group about my concerns about a successful transfer of power.

Bristol as a city just didn't think through what would happen, when it is governed by people who are not running for officer again, and so they can't be 'punished' by the electorate for poor performance.

At the time it seemed to me that the administration was provoking a conflict over the East Bristol Liveable Neighbourhood scheme. At least part of that deliberately caused conflict has led to a lack of trust in Bristol City Council, which has affected the Council's ability to handle the Barton House Situation, and is a partial factor in the disruption at Full Council.

UK law in general is not well suited for handling situations involving 'lame duck' politicians or politicians who are playing 'hard ball'. There is an assumption that different parts of government will work together without needing to get lawyers involved at every step.

The Mayor of Bristol is trained as a boxer. Part of training as a boxer is to keep fighting as hard as possible until the final bell. I think you're seeing the results of that now.

I hope that the Overview and Scrutiny Management Board are able to compel the Mayor to act in accordance with "Article 14 – Decision Making" of Bristol City Council's constitution.

If not I think you also need to communicate clearly to the people of Bristol that this committee is unable to fully perform the Oversight and Scrutiny role, due to a lack of co-operation from the Mayor.

I'd also hope that this committee use its power summon the Mayor to appear before it and explain his actions.

Statement 3: Ashton Vale Suffragettes supported by Bristol Older People's Forum (BOPF)

Bristol Older People's Forum (BOPF) and the Ashton Vale Suffragettes request the ringfencing of a proportion of CAZ funding to be used for the reinstatement of the bus service in Ashton Vale. Local residents believe the savage cuts by First Bus /WECA, which disproportionately affect older and disabled people, is a scandal, and based on discrimination and profit, rather than the social and environmental good.

'We are isolated, we can't go to the shops or the doctors, or family gatherings - we are completely cut off. This is affecting our mental and physical health. We even have to use taxis to go to the local supermarket. Our number 23 bus service, used to run every hour and was lovely. We need it back!' (Ashton Vale resident).