

Summons to attend meeting of Full Council



Date: Tuesday, 11 July 2023

Time: 6.00 pm

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

To: All Members of Council

Issued by: Oliver Harrison, Democratic Services
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Date: Friday, 30 June 2023



Agenda

12. Motions

(Pages 8 - 11)

Please find attached an “altered motion” for the Golden Motion
Adopt a Vision Zero Approach to Eliminate Road Deaths in Bristol

The changes from those in the published motion included within the agenda are:

This council notes:

On point 7, replace “low traffic neighbourhoods” with “liveable neighbourhoods”

This council believes:

On point 4. Remove “but it has since fallen behind”

On point 7, add “subject to funding”, remove “banning digital billboards as these distract drivers”

This council resolves:

On point 4, add “TIER” to list of organisations

Replace point 7 with “Report back in six months on progress towards implementing a plan to achieve Vision Zero by 2030.”

An “altered” motion means all political groups have agreed to the changes prior to the meeting

Signed



Proper Officer
Friday, 30 June 2023



Motions received for 11 July 2023 Full Council

GOLDEN MOTION (GREEN PARTY): Adopt a Vision Zero Approach to Eliminate Road Deaths in Bristol

This Council notes:

1. Statistics from the Department for Transport state that between 2017 and 2021 – the last period with complete data, 36 people were killed and 636 seriously injured by vehicle collisions within the city boundary. On average, 134 people were injured every year.
2. The One City Plan aims to achieve zero people killed or seriously injured (KSI) due to incidents on Bristol's roads by 2040 – Goal 360 - and as part of this, the council has a performance target (BPPM120) to reduce the number of road casualties on our transport network – the current KSI target is ninety-five people per year.
3. Vision Zero is a proven strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all. Key principles include:
 - o Safe speeds - encouraging speeds appropriate to the street;
 - o Safe streets - designing an environment forgiving of mistakes;
 - o Safe vehicles - reducing risks posed by the most dangerous vehicles;
 - o Safe behaviours - improving the behaviours of people using our roads;
 - o Post-collision response - learning from collisions and improving justice and care for victims.
4. The council has adopted both the children's charter and being an age-friendly city, these are two of the most vulnerable groups in our society to road traffic collisions.
5. Councils and organisations that have adopted Vision Zero include: Kent, Devon, Cornwall, Brighton and Hove, Blackpool, Leeds, Hackney, Transport for London, National Fire Chiefs Council, The AA, and RAC.
6. The Vision Zero approach is endorsed by international organisations, including the World Health Organisation (WHO) and Organisation for Economic Co-operation and Development (OECD), and is led by an ethical stance that it is not acceptable that people should be killed or seriously injured as a price for mobility. These are avoidable events – not accidents.
7. Actions that can be taken to achieve vision zero often include:
 - o Road Design, including separation of cycle users and pedestrians from vehicles;
 - o Enforcement of Speed Limits and the Highway Code;
 - o School Streets;
 - o Liveable Neighbourhoods;
 - o Education;
 - o A cohesive network of walking and cycling routes.

This Council believes:

1. The vast majority of road deaths are avoidable, and the only acceptable long-term casualty target for road deaths and serious injuries in Bristol is Zero.
2. It is vitally important to provide consistent, accessible active travel infrastructure for people to use across the city. Yet, fear of injury suppresses the demand for walking and cycling. This adversely affects children, older people and people with disabling conditions and prevents them from moving around our city.

3. Although there is currently a One City target of zero deaths/serious injuries by 2040, The council and its partners do not have a published plan to meet this target.
4. The council produced a Safe Systems Plan in 2015 to reduce road casualties and was well placed nationally, given advanced work on city-wide 20mph speed limits,.
5. By separating people walking, cycling, and using vehicles, casualties will be reduced. Work is ongoing to connect routes such as in Old Market and Victoria Street, but currently, much of Bristol's active travel infrastructure is disconnected and does not meet the accessibility requirements of a modern diverse society in our city.
6. High-quality, consistent road design can reduce road deaths. Local Transport Note 1/20 is the current best practice design guideline for all transport schemes and is endorsed by Active Travel England.
7. While there are a number of actions that will require joined-up work with partner organisations, there are some steps to reduce road casualties that the Council could take or investigate (subject to funding) including:
 - o Speed Limiters in all council vehicles to act as pace vehicles for the whole city;
 - o Roll out of 'vision zero' training to all council employees who drive as part of their role;
 - o Investigate actions with One City partners, such as the Police, to enforce 20mph and safer driving practices as part of their operations;
 - o Identify the ten most dangerous junctions in the city and implement coordinated and evidence-based changes to make them safer;
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 - o Re-deployable average speed cameras at hotspots;
 - o A public awareness campaign on #VisionZeroBristol with targeted education programmes that change road user attitudes and behaviour;
 - o Reduce risk through intelligence-led enforcement;
 - o Run an "Exchanging Places" programme to make HGV drivers, bus drivers and cyclists more aware of one another;
 - o Investigate the use of safer HGVs based on the Transport for London (TfL) policy;
 - o Accelerate the rollout of School Streets and provide a road safety forum for schools.

This Council resolves to:

1. Set a Vision Zero target for road deaths and serious injuries by 2030.
2. Include consideration of this target in all relevant council decisions and strategies e.g. road design and procurement, by implementing LTN1/20 when building any new walking, cycling and road projects or providing diversions around highway maintenance work.
3. Develop supplementary planning documents and/or other guidance to support the delivery of Vision Zero via Bristol's Local Plan process and the Joint Local Transport Plan.
4. Work with One City partners and other organisations including Arcadis – our strategic delivery partner, West of England Combined Authority, Major Employers, Avon & Somerset Police, Avon Fire and Rescue, South West Ambulance Trust, Bristol Health Partners, Bristol Blue Licensed Taxi Association, FirstBus, Stagecoach, Transpora, Voi, TIER, Developers and residents to achieve Vision Zero.
5. Work with the West of England Combined Authority and the surrounding Unitary Authorities to promote a joined-up approach to Vision Zero across the region.

6. OSMB to hold an inquiry day with relevant stakeholders, including One City partners and citizen groups.
7. Report back in six months on progress towards implementing a plan to achieve Vision Zero by 2030.'

Motion Proposed by: Councillor David Wilcox (Green Party)

Motion Submitted: 29 June 2023

