

Bristol City Council
Minutes of the Transport & Connectivity Policy
Committee



24 October 2024 at 5.00 pm

Members Present:-

Councillors: Ed Plowden (Chair), Donald Alexander, Jenny Bartle, Rob Bryher, Tim Rippington, Kaz Self, Mark Weston and David Wilcox

1 Welcome, Introductions and Safety Information

The Chair welcomed all attendees to the meeting and explained the emergency evacuation procedure.

The Chair asked the Committee members to introduce themselves.

2 Apologies for Absence and Substitutions

Apologies were received from Councillor Edwards with Councillor Bartle substituting.

Apologies were also received from Councillor Morris with Councillor Weston substituting.

3 Declarations of Interest

There were none.

4 Minutes of the Previous Meeting

The minutes of the previous meeting were agreed as accurate.



5 Chair's Announcements

Councillor Plowden highlighted that Officer Executive Decisions are published on the page [Officer executive decisions](#). The link will be noted on each Policy Committee agenda.

Councillor Plowden invited Councillor Rippington to update the Policy Committee about the ongoing work of the Supported Bus Services Task and Finish Group.

Councillor Rippington thanked officers and Councillors for their hard work in a short space of time since the Task and Finish Group was set up on 12 September. The group had identified priorities and had gathered views from a variety of stakeholders including Councillors, campaign groups and bus operators. The amount of money available would not cover all the services identified as a need so the next stage would be to establish a shortlist of proposals.

6 Public Forum

The Committee noted that the following Public Forum had been received.

Public Forum Questions:

Ref No	Name	Title
01	Nicholas Davies	Portway CRSTS scheme
02	Nicholas Davies	Use of CRSTS funding for bus lanes
03	Nicholas Davies	City centre consultation proposals - traffic suppression
04	Martin Rands	Metrobus AVTM, Avon Crescent
05	Councillor Tim Kent	CRSTS Strategic Corridors (A4018/A37 Southern Section) scheme proposals
06	Councillor Tim Kent	CRSTS Strategic Corridors (A4018/A37 Southern Section) scheme proposals
07	Councillor Tim Kent	CRSTS Strategic Corridors (A4018/A37 Southern Section) scheme proposals
08	David Redgewell	Facilities for scheduled service coaches
09	David Redgewell	Ferry Services
10	David Redgewell	Bus Services, possible quick improvements
11	Robert Harrold	Active travel / City Centre Framework - a Strategy for Movement and Development

Those who attended the meeting asked supplementary questions and received the following information in response:

Councillor Tim Kent – CRSTS Strategic Corridors (A4018/A37 Southern Section) scheme proposals



Officers confirmed that regarding the Right Turn (Wells Road into West Town Lane) the Traffic Regulation Order named an alternative route as Hengrove Avenue with commitment to looking at additional mitigations around the surrounding area as part of the Liveable Neighbourhood Review of the local area.

David Redgewell - Facilities for scheduled service coaches

Officers agreed that identifying coach stopping facilities within Bristol was an ongoing challenge being considered by officers.

David Redgewell - Ferry Services

Councillor Plowden agreed to discuss the lines of responsibility for the Harbour and Ferry transport with officers at BCC and WECA to identify the pathway for decision making. One ticketing platform in the City for all types of public transport was an aspiration, as well as improved accessibility of boats.

Public Forum Statements:

Statements were received as follows:

Ref No	Name	Title
01	Martin Rands	Metrobus AVTM: Avon Crescent
02	Peter Nichols	Proposed Road Changes to West Town Lane
03	Cllr Weston & Cllr Uddin	A4018 Improvement Scheme on Passage Road
04	Suzanne Audrey, Chair of TRESAcic	Closure of Bellevue Road, Totterdown
05	June Cunningham	Proposal to restrict traffic from turning right into West Town Lane from the A37
06	Councillor Jonathan Hucker	Agenda Items No.8 & No.9
07	Councillor Tim Kent	CRSTS Strategic Corridors A37 Southern Section (Agenda Item 8).
08	Gordon Hodgson	Agenda Item No.8
09	David Redgewell	Bus Services
10	Andrew Bessell	Transport Proposals
11	Mike Henehan	proposed changes to traffic turning right from Wells Road to West Town Lane
12	Cindy Goverd	proposed changes to traffic turning right from Wells Road to West Town Lane
13	Ian Pond, Bristol Cycling Campaign	Bellevue Road part of CRSTS Strategic Corridors (A4018/A37 Southern Section) Scheme Proposals
14	Margaret Luton	Transport Proposals
15	Rose Perrett	proposed changes to traffic turning right from Wells Road to West Town Lane
16	Jacqueline Bishop	proposed changes to traffic turning right from Wells Road to West Town Lane
17	Katie Bennett	Prohibitive manoeuvres West Town Lane / Wells Road



18	John & Carol Stafford	restriction on Wells Rd turning right into West Town Lane
19	Elaine Hosken	Transport proposals
20	Emma Chamberlain	CRSTS Strategic Corridors proposal for the A37 Wells Road
21	Rosa Kell, Somerset catch the bus campaign and Somerset bus partnership et al	Bus services
22	Brendon Taylor	Metro west Railway Network and access Railway stations and bus interchanges
23	Tracey Munroe	Transport proposals
24	Christine Gregory	no right turn into West Town Lane from the Wells Road
25	Wendy Roberto and Tony Valuto	proposal to not allow a right turn from Wells Road into West Town Lane
26	Peter Lidington	Proposed ban on the right turn from the A37 (Wells Road) onto West Town Lane and the implementation of unnecessary bus lanes
27	Stephen Oppery	proposed road restructure for Wells Road and West Town Lane
28	Gemma Skuse	Strategic Corridor (A4018/A37) Southern Section
29	Councillor Andrew Brown	Southern section of the A37
30	Julia Wood	Proposed Bus Lanes on A4018

The Committee noted the public forum with relevant content taken into account as part of the consideration of the relevant agenda items.

7 Extend value of Highways Defect Response and Emergency Works Term Contract

The Committee considered a report that sought approval for an extension in the value of the Highways Defect Response and Emergency Works Term Contract.

It was noted that this was a key decision report as the proposed decision involved spend of more than £500k and had a significant impact on 2 or more wards.

The Head of Highways presented the report and clarified the proposed extension was for contract spend rather than budgetary spend with an upper level to allow for contingency planning.

In response to Councillors questions, Officers confirmed that the contract specified differing time frames for repairs depending on assessment via a guidance-based risk approach to each defect.

A new contract would enter the procurement process in December which had been compiled following a full learning review of the specification alongside current national guidance. An increased number of key



performance indicators had been included and contractors would also be assessed in terms of back office resource capacity.

Officers confirmed that Fix My Street operated via a separate IT contract as a reporting tool for the public as well as an interface with the asset management system.

Councillors and Officers discussed the effect of climate change on roads with mitigations in terms of increased tree canopies and increased preventative surface dressing.

The report and recommendations were moved by Councillor Plowden and seconded by Councillor Wilcox. On being put to the vote the recommendation was CARRIED unanimously.

It was APPROVED that the Committee for Transport and Connectivity:

- 1. Authorised the Executive Director of Growth and Regeneration in consultation with Chair of the Transport and Connectivity Committee to extend the value of the Highways Defect Response and Emergency Works Term Contract (2017-2025) by up to £3million.**
- 2. Authorised the Executive Director of Growth and Regeneration to invoke any subsequent extensions/variations specifically defined in the contract, up to the maximum budget envelope outlined in this report.**

8 CRSTS Strategic Corridors (A4018/A37 Southern Section) Scheme Proposals

The Committee considered a report which sought approval of the Full Business Case for CRSTS (City Region Sustainable Transport Settlements) (Strategic Corridors (A4018/A37 Southern Section) proposals and submission to WECA (West of England Combined Authority) and following a successful decision to commence with tendering process for civils contractors.

It was noted that this was a key decision report, as the proposed decision had a significant impact on two or more wards.

The Head of City Transport presented the report which outlined proposals. It was reiterated that any proposals would be subject to Traffic Regulation Orders (TRO) following a statutory process.

Further consideration and mitigations within the Stockwood area were proposed which could be assessed within the East Bristol Liveable Neighbourhood project and approach.

With reference to the right turn ban proposed from West Town Lane into Wells Road as highlighted through public forum, the proposals considered road safety due to the right turn over two lanes of traffic. An alternative approach to the junction design as proposed could be to look again at all



implications of the right turn option and implement at a later date if required. Such a change would not significantly change the business case and those changes would be subject to the usual TRO process.

In summary, the following main points were raised in general discussion of the report and recommendations:

- A training/briefing session would be arranged for Councillors on the Benefits Realisation approach and calculations within Outline Business Cases.
- Questions about the benefits of bus lanes can be answered with the data showing the patronage of buses, which if not used would mean many more cars taking the journey.
- It was clarified that the TRO processes is a statutory process designed to collect objections and alter a scheme if objections highlighted an element which was statutorily incorrect. A consultation engagement process gathered people's views on a proposal, usually prior to the TRO process.
- TRO decisions were delegated to the relevant Executive Director in consultation with the Policy Chair.
- It was suggested that cyclists would likely choose to use the old railway line rather than the hill or fast moving bus lanes.
- Further information of modelling the time taken to move through the system and that without the right hand turn into West Town Lane was requested.

Officers confirmed that any Full Business Cases was scrutinised by a Consultancy organisation. Modelling took place via a regional model meaning smaller alterations would be lost in the size of the modelling data available. Conclusions were based on modelling and data as well as professional engineering judgement and experience.

The report and recommendations were moved by Councillor Plowden and seconded by Councillor Bryher.

Councillor Alexander moved an amendment to the report as follows:

That the Committee for Transport & Connectivity

1. Approves the submission of a Full Business Case (Appendix A and exempt appendix E) to the West of England Combined Authority (WECA), ***including the closure of Bellevue Road at the junction with A37 Wells Road. This point closure will prevent further injuries to cyclists and motorcyclists until a long-term solution for this junction is brought forward as part of the South Bristol Liveable Neighbourhood project.***

The amendment was seconded by Councillor Self

It was suggested that the closure of Bellevue Road would prevent collisions through use of the CRSTS fund. To consider it at a later date during the Liveable Neighbourhoods projects could mean more collisions take place in the meantime.



Officers confirmed that the CRSTS funding covered both projects both running through 2025/2026. Officers had concluded that the removal of Bellevue Road from the plans allowed more time to consider a holistic view and modelling through the Liveable Neighbourhoods process to fully understand the impact of closing the road.

The Chair confirmed that CRSTS delivery had been added to the risk profile for the Committee in terms of the investment of cost, delivery and impact.

On being put to the vote the amendment was LOST (3 for, 6 against).

On being put to the vote the recommendation was CARRIED (7 for, 2 against).

It was APPROVED that the Committee for Transport and Connectivity:

That the Committee for Transport & Connectivity:

- 1. Approved the submission of a Full Business Case (Appendix A and exempt appendix E) to the West of England Combined Authority (WECA)**
- 2. Authorised the Executive Director of Growth and Regeneration in consultation with the Committee Chair for Transport and Section 151 officer, subject to approval of the Full Business Case (at Appendix A) by WECA, to;**
 - i. Take all steps required to accept and spend the City Region Sustainable Transport Settlement (CRSTS) funding amount as set out in this report and appendices,**
 - ii. Tender and procure contracts (including any over £500K) necessary to deliver the works,**
 - iii. Award contracts and spend the funding to deliver the works as set out in the Full Business Case up to £6.1m**
 - iv. Exempt appendix E (commercially sensitive data within the FBC)**

9 Parking and Kerbside Strategy Task and Finish Group

The Committee considered a report proposing a member Task and Finish Group to establish a Parking and Kerbside Strategy.

The Head of City Transport presented the report which outlined including the proposed membership and Terms of Reference.

The Chair of the Task and Finish Group, Councillor Bryher outlined the intention of the group for improved quality of life through a parking strategy for the City including cycle parking. Also to be included within the debate would be the Full Council motion passed on 8 October 2024 and the active pursuit of accessibility.



It was noted that the report was a non-key decision report.

During the debate on the report the following points were raised:

- Although 'pavement parking' would likely have an important place within a strategy, it was not the only thread for consideration as there were links to the strategy for public transport, clear accessible pavements for mobility vehicles and young families, use of tree canopy and sustainable drainage and also Liveable Neighbourhoods.
- In addition to the membership listed within the appendix to the report, Councillor Coombes was noted as the final seventh Member.
- It was an option that feedback on the work of Task & Finish Groups could be reported to each Policy Committee meeting.

The report and recommendations were moved by Councillor Plowden and seconded by Councillor Self. On being put to the vote the recommendation was CARRIED unanimously.

It was **APPROVED** that:

- 1. That the Committee for Transport and Connectivity notes the report and further details supplied in Appendix A and approves the recommended approach and Terms of Reference for the Parking and Kerbside Strategy. Any substantial changes to the parameters of the ToR should be agreed in consultation with officers and reported back to the committee.**
- 2. That the Committee for Transport and Connectivity agree the Members of the T&F group with any not known by the 24 October Policy Committee meeting to be confirmed by the Party Whips.**
- 3. That the Committee for Transport Connectivity delegate the decision to agree the frequency and duration of the meetings to the T&F group.**

10 Quarterly Performance Report - Q1 2024/25

The Committee considered a report that briefed the Transport and Connectivity Committee on performance against the BCC Business Plan as relevant to the remit of the Committee, for Quarter 1 2024/25.

It was noted that there were no decisions to be taken on this report which was for information.

The Strategic Intelligence & Performance Adviser presented the report and in response the following points were raised:

- Bus passenger journeys (including park and ride) were up compared to the previous quarters last year. If patronage continued on trend this year, usage would be comparable to pre-covid levels.



- Re BPOM120 – it was highlighted that data had been requested from Avon & Somerset Police. The Chair and officers agreed to continue to press Avon & Somerset Police as well as the Police and Crime Commissioner to the provide data.
- The mass transit project had been stalled and not been progressed past the business case process by WECA. It had been reported in July that the project would be re-established.
- The risk re delivery of projects, such as the mass transit project, should also consider the risk of not providing such a system. The Chair agreed to take that as an action to add to reports.
- Officers confirmed that they planned to reconsider the risks racing CRSTS 1 and 2 both short and long term.

The Transport and Connectivity Committee noted performance against the Business Plan relevant to this Committee, including the theme summary reports and issues raised, and measures to address performance issues to be implemented by relevant services

11 Finance Forecast Report - 2024/25 P5

The Committee considered a report that presented the Transport financial forecast at period 5 (P5) against the budget as at the end of August 2024.

In response to the presentation of the report, Councillors made the following comments:

- Some Strategic City Transport budgets have been realigned in order to correct a historical anomaly. For clarity, in future any actions and movement of that type would include commentary within the report.
- Local Area Committee projects from CIL funds feature in GR17 and PR10 and would be further developed in future reports. The general delay to projects could in part be attributed to the team being under resourced as well as the contractors not as willing to engage in small schemes. Batching of schemes may be more attractive prospects to contractors. It was also noted that the boundaries between Area Authorities had been altered.
- With reference to the previous item, it was confirmed that if patronage of park and ride schemes increased it would in turn affect the subsidy via the Combined Authority.

That the Committee for Transport and Connectivity notes the contents of the report on the P5 forecast for the Transport and Connectivity Committee.

Meeting ended at 7.45 pm

CHAIR _____

