

Bristol City Council

Minutes of the Transport and Connectivity Policy Committee



11 July 2024 at 5.00 pm

Members Present:-

Councillors: Ed Plowden (Chair), Graham Morris (Vice-Chair), Donald Alexander, Rob Bryher, Nicholas Coombes, Tim Rippington, Emma Edwards, Kaz Self and David Wilcox

Officers in Attendance:-

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

There were none.

3 Declarations of Interest

The following interests were declared by members:

- The Chair advised that he was employed at 'Sustrans' until the end of July and that he was a member of the Bristol Cycling Campaign.
- Cllr Wilcox advised that he was a member of the Bristol Cycling Campaign.
- Cllr Morris advised that he was a member of the South Bristol Sports Centre Trust (premises on no. 2 bus route).
- Cllr Bryher advised that he was a member of the Bristol Cycling Campaign.
- Cllr Self advised that she was a Trustee of Southmead Development Trust (premises on no. 2 bus route).



4 Chair's Announcements

The Chair highlighted this was the first meeting of the Transport and Connectivity Policy Committee under the new committee governance system and that he was looking forward to working together with other members in a cross-party and progressive way.

Key issues for the Committee to consider and address included:

- decarbonising the city for improved public health.
- demand management i.e. seeking the right balance for helping people getting round the city.
- engaging with people, including seeking out 'less heard' voices.
- ensuring equality and diversity must be at the heart of the approach.
- reinforcing the need for strong evidence bases to inform decisions, some of which could involve difficult choices.

5 Public Forum

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

Public Forum Questions:

- Questions 1 and 2: Councillor Rob Bryher – contractors, roadworks.
- Questions 3 and 4: Ian Pond, Bristol Cycling Campaign – Nelson Street, University Road
- Questions 5, 6 and 7: Matt Sanders – Cumberland Road warning letters, SSGB 'honey trap', junction priorities at bus gates
- Questions 8, 9 and 10: Nicholas Davies – CRSTS schemes and engagement
- Questions 11 and 12: Suzanne Audrey, Chair of TRESA – Item 8 - Strategic Corridors update

Those who attended the meeting asked the following supplementary questions:

Ian Pond:

A) Nelson Street: reassurances were requested about the concerns raised about the narrowness of the path as referred to in his question and the need for monitoring. Officers took note of this.

B) University Road: clarification was sought about whether the TRO was temporary or permanent. The Chair said he was happy to see the TRO to reopen the road had not been taken forward. Officers confirmed the modal filter was permanent but that there was still temporary material at the location.

Matt Sanders:



- A) Asked why some of the work had not been completed as part of the main installation. Officers advised it was because these were different types of work and could not be completed at the same time.
- B) Asked whether the current 'no left turn' signage for visitors leaving the SS Great Britain was too small, i.e. insufficiently visible. Officers confirmed that the signage was the correct size sign. It was noted that it was important for drivers to be able to clearly recognise signage around bus gates.

Nicholas Davies:

- A) Queried whether the schemes put forward for CRSTS funding were sufficiently ambitious and whether more could be done for this level of funding. The Chair responded that the schemes would allow the Council to get to the position from which it could then start to deliver the bigger schemes that were needed by the city.
- B) Asked about why there was no preliminary consultation with key stakeholders before it was decided what work would be carried out on the Portway. The Chair responded that the stakeholder lists needed to be updated but the Council would be engaging fully and early with many groups including the Bristol Cycling Campaign and Walking Alliance. Officers said that they had responded to the group to say a shared path was in their view acceptable and they were developing the most appropriate scheme for all users.

Public Forum Statements

Statements were received as follows:

- Statement 1: Matt Sanders
- Statement 2: Christina Biggs
- Statement 3: David Redgewell

There was a short discussion about fare structures and the Chair agreed to look into this further after the meeting, noting though that this was primarily a Combined Authority matter.

The Committee noted the public forum details, also noting that relevant content would be taken into account as part of their consideration of the relevant agenda items later at this meeting.

6 Transport and Connectivity Policy Committee Annual Business Report 2024-25

The Committee considered the Annual Business Report for 2024/2025.

Members engaged in a short discussion about potential topics for and timing of a Task and Finish Group(s) going forwards. It was suggested that a kerbside and parking strategy could be a beneficial topic to pursue. Bus franchising was suggested as a potential later Task and Finish Group topic.



The Committee RESOLVED:

- 1. To note the membership of the Transport and Connectivity Policy Committee for 2024/25.**
- 2. To note the appointment of Cllr Ed Plowden as the Chair of the Transport and Connectivity Policy Committee for 2024/25.**
- 3. To note the appointment of Cllr Graham Morris as the Vice-Chair of the Transport and Connectivity Policy Committee for 2024/25.**
- 4. To note the terms of reference of the Transport and Connectivity Policy Committee.**
- 5. To note the Transport and Connectivity Policy Committee's meeting dates for 2024/25.**

7 Upgrade of electrical power supplies on the Amphitheatre Event space

The Committee considered a report that sought approval for capital funding to install a power supply on the Amphitheatre site.

This Chair stated this was a key decision because it involved spend of more than £500k; officers confirmed that £800k expenditure was required in respect of this proposal.

Summary of main points raised / noted in discussion of this item:

1. It was confirmed that this funding was essentially corporate prudential borrowing.
2. It was confirmed that the detailed design of the scheme would take place during this financial year, with installation during the next financial year.
3. This work represented an 'upgrading' of the power supply but there was also an important health and safety issue that would be addressed through this approach.
4. This investment would also increase the scope for holding more events at the location over time. The running costs would be cheaper as well, which should also assist the Council's ability to hold more locally organised events.
5. A question was raised about whether the proposal would form part of the electricity sleeving approach. Officers advised that the intention was for highways to be included in the sleeving arrangements going forwards.
6. It was agreed that it was important to set the right level of charging and that officers would look to obtain optimum prices.
7. It was suggested that local discounts should be considered for events run by local people/groups.



The Committee **RESOLVED** (unanimously):

- 1. To approve the spend of the allocated capital funding of £800k to upgrade electrical power supplies and improve electrical installations on the Amphitheatre Event site as outlined in the report.**
- 2. To authorise the Executive Director: Growth and Regeneration, in consultation with the Chair of the Transport and Connectivity Policy Committee, to procure and award the contract to deliver the proposals, in line with the procurement routes and maximum budget envelopes outlined in the report.**

8 Strategic Corridors update and delivery of City Centre project

The Committee considered a report that provided an update on the Strategic Corridors programme and sought approval from the Committee to accept and spend additional funding:

- a) to deliver the development and submission to the West of England Combined Authority (WECA) of Business Cases for the City Centre project of up to £4m.
- b) to develop the detailed designs and Full Business Case (FBC) for the A4 Portway Project up to £1.599m.
- c) to deliver the development and submission to WECA of Business Cases for the A37/A4018 project up to £4m.

The Chair advised that this was a key decision as it involved a spend of more than £500k and impacted more than 2 wards.

The Head of City Transport outlined the report to Members and confirmed to the Committee that officers would engage with them throughout the process.

The Chair moved the recommendations as set out in the report

The Vice-Chair seconded this motion.

Summary of main points raised/noted in discussion of this item:

1. In response to comments and questions about how the programme would affect travel and the bus network, officers confirmed that many of the impacts and improvements from the funding would be in the city centre area. The infrastructure scheme proposals for the city centre would be transformative.
2. Officers confirmed the consultation on city centre proposals would start in August.



3. Officers confirmed that individual scheme detail would be brought back to the Committee in due course to ensure a full opportunity for member discussion and input.
4. An issue was raised about feedback indicating that some groups had not felt previous consultations were as effective as they could have been. It was suggested that the option of co-designing schemes might be considered. Officers indicated that every effort was made to engage as effectively as possible but were open to new ideas about how better to engage with communities and groups going forwards.
5. The Chair indicated his commitment to consider engaging though city-wide stakeholder groups and working better with ward members going forwards.
6. It was noted that Council and WECA officers were looking at potential orbital bus routes but it was noted that these options could be commercially challenging.
7. A member requested that their particular concerns about the lack of safe road crossings, especially near bus stops, in the Stockwood area and the proposal to ban a particular right-hand turn which diverted traffic off an A road onto small residential streets were minuted.
8. The Chair drew attention to the short-term timescales for using CRSTS funding.

Councillor Coombes moved an amendment to the report as follows:

Amend section a) of recommendation 2 to read as follows:

'To proceed with the procurement and development of three distinct **outline** business cases for A37/A4018 project work packages 3, 4 and 5.'

This amendment was seconded by Cllr Morris.

On being put to the vote, the amendment was LOST (2 members voting in favour and 7 against).

In further discussion, it was confirmed that the Committee would receive regular updates and dialogue on the details of projects as they progressed. The Chair confirmed his personal commitment to this approach.

The Committee then RESOLVED (8 members voting in favour and 1 against):

- 1. To note the previous approvals given in relation to the City Centre Project in May 2023; to the A4 Portway project in March 2024 and the A37/A4018 project in May 2023; as set out in this report.**
- 2. To authorise the Executive Director: Growth and Regeneration, in consultation with the Chair of the Transport and Connectivity Policy Committee, to take all steps required to proceed with the development of the projects, noting that all further iterations of the business cases will come back to Committee for approval. Specifically, for the A37/A4018 project:**



- a) To proceed with the procurement and development of three distinct full business cases for A37/A4018 project work packages 3, 4 and 5.
- b) To engage with key strategic stakeholders for work package 3.
- c) To commence public engagement including stakeholder engagement on work packages 4 and 5.
- d) To approve publicity materials relating to the projects.

3. To authorise the Executive Director: Growth and Regeneration, in consultation with the Chair of the Transport and Connectivity Policy Committee to take all steps required to accept and spend additional funding (including procuring and awarding contracts):

- a) to deliver Business Cases for approval by the Committee to submit to WECA for the City Centre project of up to £4.00m.
- b) to deliver the Full Business Case for approval by the Committee to submit to WECA for the A4 Portway Project up to £1.599m.
- c) to deliver Business Cases for approval by the Committee to submit to WECA for the A37/A4018 project up to £4.00m.

9 2023-24 P12 Finance Outturn Report

The Committee considered a report that presented the transport financial forecast at period 2 / quarter 1 against the budget as at the end of May 2024.

The following points were highlighted by the Director: Economy of Place:

- There was a forecast £3.8m revenue pressure.
- A substantial amount of this was due to inflationary pressures.
- Officers were managing overspends.

Summary of main points raised/noted in discussion of this item:

1. The Chair confirmed that the report was for information purposes. He also suggested that a detailed financial briefing for the whole committee should be arranged.
2. It was confirmed that the Council could not make a profit from residents parking scheme tariffs. Section 55 legislation enabled the Council to offset surplus tariff income for investment in transport schemes.
3. It was suggested that the highlighted 'red' text in the financial reports should be accompanied by an explanation in future.
4. There was a discussion about the figures on page 55 of the report in relation to savings that had not yet been achieved. It was noted that there were certain accounting issues such as recharging some costs of the Council's workforce and also delays to implementing some charges in car parks. Some targets had



been hit by inflation but these had been mitigated within the Growth and Regeneration directorate budget.

5. A Member suggested that although the Community Infrastructure Levy (CIL) was not part of this budget, it would be useful for members to see reference to it in this report. Officers indicated they would consider taking forward this request in terms of future reporting.

6. It was noted that officers would work with committee members on reviewing existing delegations.

The Committee RESOLVED:

- To note the contents of report on the Period 2 forecast for Transport and Connectivity.

Meeting ended at 7.35 pm

CHAIR _____

