

Bristol City Council
Minutes of the Transport & Connectivity Policy
Committee



6 February 2025 at 5.00 pm

Members Present:-

Councillors: Ed Plowden (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

Apologies were received from Councillor Morris.

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

The Chair invited the Chair of the Supported Bus Services Task and Finish Group updated the Policy Committee, Cllr Tim Rippington, to provide an update on the work of the Group.

Cllr Rippington confirmed the announcement that the Supported Bus Services Task and Finish Group had agreed and secured three new bus routes across the City using £4.7m of funding from the Clean Air Zone charges. Officers within BCC and the Combined Authority were thanked for their hard work along with thanks to the bus companies for their engagement.

Councillors Rippington and Plowden highlighted that:

- It was planned for the services to be monitored for patronage and performance with minor adjustments as appropriate
- It was hoped that the Combined Authority would publicise the new routes using BSIP government funding as revenue budget from the bus grant for promotions.

6 Public Forum

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

Public petitions:

There were no public petitions received for this meeting.

Public Forum Statements:

Statements were received and noted as follows:

Ref No	Name	Title
01	Nicholas Davies	Portway CRSTS
02	Graham Tratt	A4 Portway Strategic Corridor Full Business Case
03	Councillor Mark Weston	Concerns with the Charlton Road Improvement Scheme
04	Matt Sanders	Misleading Bus Gate Briefing Note



05	Tony Scott	EBLN: Blackswarth Road Gridlocked
06	David Redgewell	Transport
07	Rosa Kell	Transport
08	Caroline Dunn	Bristol must be an accessible and disabled-compassionate city and observe Article 149
09	Christina Biggs	Mass Transit as Tram-Trains
10	Gary Byard	Transport
11	Frances Robertson	Car Parking Charges in Westbury On Trym

Statements 1, 6 and 8 were read out by those that submitted them.

Public Forum Questions:

Questions were received as follows:

Ref No		Title
01	Harvey Tadman	Road Furniture
02-04	Simon Easton	East Bristol Liveable Neighbourhood
05-07	Suzanne Audrey	Arena Transport Plan
08	David Redgewell	Passenger access
09	David Redgewell	Entrance layout at Portway park and ride interchange
10	David Redgewell	Park Street bus gate proposal
11	Bristol Cycling Campaign	Portway Strategic Corridor Full Business Case
12 - 14	Nicholas Davies	Portway Strategic Corridor Full Business Case
15	Christina Biggs (Bristol Rail Campaign)	Park Street bus gate proposal
16	Christina Biggs (Bristol Rail Campaign)	Improvements to Shirehampton and Sea Mills station
17	Christina Biggs (Bristol Rail Campaign)	Improvements to Portway park and ride
18, 19, 20	Gary Byard	New galleries development – transport issues

Those who attended the meeting were invited to ask supplementary questions.

Q5, Q6 & Q7 – Suzanne Audrey

No supplementary questions asked.

Q8, Q9 & Q10 – David Redgewell



- In response to the supplementary questions with reference to Portway Park and Ride interchange, officers agreed to consider the detail of the interchange audit and if possible make available the Environmental Impact Assessment and Equalities Impact Assessment.
- Officers confirmed that air quality around the area of the BRI hospital had significantly improved since the introduction of the CAZ and sat now well below compliant level.
- With reference to the item no.9, Cllr Plowden agreed to look further into the request for an expanded accessible bus stop for National Express Coaches. Officers agreed to speak to colleagues at WECA regarding capturing wider bus movements within the scheme information contained within consultation documents.

Q12, Q13 & Q14 – Nicholas Davies

- With reference to item no.10, Officers confirmed the sustainable transport project would provide bus lanes and widened cycle paths and the opportunity to resurface as maintenance purposes within the project funding aims with the sustainable transport benefits such as reliability and journey quality for bus service users.
- In response to the request for improved crossings to avoid the requirement for cyclists to dismount at some points of in order to access the Portway, officers agreed to consider the detailed suggestions submitted and consider any options for additional dropped kerbs within the budget.

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

7 Silver Motion - Safe travel home for night time economy workers

The Committee considered a report that presented a response to the Silver Motion approved by Full Council on 12 November 'Safe Travel Home for Night-time Economy Workers'. The Silver Motion covered public transport and mobility issues, as well as taxi licensing, premises licensing and operational issues.

It was noted that this was a non-key update report.

The Head of City Transport outlined the report to Members noting that most strategic transport methods such as bus services, integrated mobility services sat outside the direct control of BCC and within the remit of the Combined Authority. Taxi licensing and premises licensing matters were to be addressed through the appropriate Regulatory Committees.

The following suggestions for the response were raised during the discussion:

- Highlighted recognition of the role of private vehicles and specifically the impact of the midnight timeframe implemented for CAZ charging which meant that some nighttime economy workers



were being charged twice as shifts span two 24 hour periods within the charging structure. Officers agreed to ascertain whether the midnight changeover point was a national stipulation or local decision. It was noted that any future changes would require a TRO process to implement.

- It was highlighted that the Supported Bus Services Task and Finish Group had looked at the issue during the first round of allocations and would consider further opportunities to fund services with remaining resource and consider measures to enhance the nighttime bus network.
- Although still of concern, it was noted that there were limited options available to tackle cross border taxi hire.
- The role of the private vehicle and shared transport options safety and accessibility in night time travel with some people only be able to travel door to door.
- There could be a role for the resource and functionality of the WestLink service as a contributor to a solution.
- The role and use of scooters should be considered. Was it worth revisiting the rule of stopping between midnight and 6am to see if it is still relevant.
- Consideration of the affect of any implementation a Linear Parking for night time parking would return to the Policy Committee in due course.

The Chair invited changes to the letter along the lines of the discussion which would be finalised over email with tracked changes suggestions.

It was agreed that the finalised letter would be sent to both the Mayor of the Combined Authority and to the relevant Government minister.

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

On being put to the vote the recommendations were CARRIED unanimously and it was APPROVED that;

The Transport and Connectivity Policy Committee:

- 1. Noted the comments provided in the above report by officers.**
- 2. Supported the further work to be undertaken by officers that will stem from the proposed actions.**
- 3. Approved the action for the Chair of the Committee to write to the Combined Authority Mayor and relevant Government minister.**

8 Arena Transport Plan Infrastructure - Charlton Road Walking and Cycling Improvements



The Committee considered a report that provided an update on the Charlton Road Walking and Cycling Improvements, following the public and stakeholder consultation undertaken in spring 2024, and the subsequent next stage of design development.

It was noted that this was a non-key decision update report.

The Head of City Transport introduced and outlined the report.

Councillors and officers made the following comments:

- Shared spaces are permitted where pedestrian numbers are relatively low.
- Officers would take away comments made as part of the design process. Officers had been speaking with disability groups to help develop understanding of the challenge of design of shared spaces such as cycle paths around bus stops.
- For schemes that brought improvements that encourage walking and cycling, signage should be considered to encourage lower speeds of cyclists around pedestrians.
- Cllr Plowden had met with the Chair of the Disability Equality Forum and would continue to push to ensure strategic as well as 'case by case' consultation. It was important to not just act to guidance but also to push further.
- Councillors called for the EQUI to be established at the start of a scheme and updated as it progresses where possible to reflect some views of consultees.

That the Committee for Transport & Connectivity:

- 1. Noted the findings of the Charlton Road Walking & Cycling Improvements public and stakeholder consultation and the subsequent progression to the next stage of design development of the scheme.**
- 2. Noted officers will work with ward members to keep the scheme under review and provide compromise where possible following the concerns raised from the consultation.**

9 Canons Road and College Green Signals Refurbishment Scheme

The Committee considered a report that sought approval to accept and invest £1,037,560 of funding from the Mayoral Combined Authority as part of the City Region Sustainable Transport Settlement (CRSTS) programme. Also to procure and award contracts (including any over £500k) necessary to deliver the works within the existing Highways Framework.

It was noted that this was a key decision report as it involved spend of over £500k.

The Head of City Transport introduced and outlined the report.

In response to Councillors questions and comments, Officers confirmed that:



- Leaving Canon's Road, the left hand turn filter has been removed although it remains legally possible to turn left, including for heavy goods vehicles.
- Councillors raised the pedestrian crossing by St Augustine's Parade which officers acknowledge as a complicated area with no perfect solution as it involved two desire lines as well as a cycle lane. Various options had been considered in detail with each option assessed. It was confirmed that there could be a future use of surface colouring during a later stage of the scheme with the proposed vegetation established to encourage people to stop in advance of the vehicle stop line.
- There were no plans at this stage to introduce a camera to enforce the yellow box area. This may be considered further down the line when further powers were available for moving vehicle enforcement however the key would be for yellow box areas to be consistent, including ensuring fresh road markings.
- The current traffic lights contained obsolete equipment due to technical compatibility. Once replaced, the link will be re-established to the surrounding traffic network and 'scoot' system providing flexibility of operation.
- Paved surfaces would be of appropriate standard to ensure quality use and high specification for pedestrian traffic.

The report recommendations were moved by Councillor Plowden and seconded by Councillor Alexander. On being put to the vote the recommendation was CARRIED unanimously and it was APPROVED that;

That the Committee for Transport and Connectivity:

- 1. Approved the report to invest £1,037,560 in this junction refurbishment as part of the CRSTS programme and under our statutory duties to maintain this failing highway asset.**
- 2. Authorised the Executive Director for Growth and Regeneration in consultation with the Chair of the Transport and Connectivity Committee to procure and award the Canons Road/College Green Signals Refurbishment contract, in-line with the procurement routes and maximum budget envelopes outlined in this report.**
- 3. Authorised the Executive Director for Growth and Regeneration to invoke any subsequent extensions/variations specifically defined in the contract(s) being awarded, up to the maximum budget envelope outlined in this report.**

10 City Region Sustainable Transport Settlement (CRSTS) Project Delivery

The Committee considered a report which updated on the delivery of CRSTS projects in Bristol and seek approval for two elements of programme acceleration: a) The commencement of procurement for project construction before business case approval and b) The commencement of some specific 'early works' to enable early benefits realisation and derisk project overruns.

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 that proposed the acceleration delivery of the CRSTS programme by starting the procurement process for identified projects in advance of FBC signoff to ensure the position to start asap following official approval.

The 'early works' proposals are stand alone early infrastructure developments that can proceed to reduce impact on the network in the long term and see benefits sooner.

In response to Councillors questions and comments, officers confirmed that:

- It remained of importance to ensure the City network remained open. A number of projects would take place over the space of two years including developments unrelated to CRSTS. Some projects would have more impact than others and measures would be introduced to mitigate as far as possible including good communication with residents.
- Procurement strategy and engagement had also been managed with appropriate resources in place.
- There was a request for an update of projects progress by workstream which was noted by the Chair. It was agreed to arrange information for Members of the Committee offline until time can be identified on the agenda to be discussed at a PC meeting.
- The Policy Committee should consider the engagement over CRSTS2 and reflection on CRSTS1 delivery at the appropriate time.
- Concern was raised about the cost of itemised elements within the scheme such as for street furniture and bus stops. It was also noted however, that high quality accessible bus stops with RTI information tended to be a welcomed high value enhancement.

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

On being put to the vote the recommendation was CARRIED unanimously and it was APPROVED that;

That the Committee for Transport and Connectivity:

- 1. Approved the commencement of procurement for the CRSTS programme of projects listed in Appendix A1, on the basis that a further report will be brought back to this Committee to seek approval of business cases and authority to award contracts.**
- 2. Approved the commencement of early works in advance of full business case approval and wider project construction tender as outlined in this report and Appendix A2.**
- 3. Authorised the Executive Director of Growth & Regeneration, in consultation with the Chair of the Transport & Connectivity to take all steps required to procure and award contracts for the construction of early works as detailed in Appendix A2.**



11 Regular Update Reports

11 Performance management report – Q2 2024/25

a

The Committee considered a report that briefed the Transport & Connectivity Policy Committee on performance against the BCC Business Plan as relevant to the remit of the Committee, for Quarter 2 2024/25 which ran to the end of September.

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

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

- The number of children killed or seriously injured in road traffic incidents had increased. With reference to BPOM2 that referred to 'power on two wheels', the data was not available to ascertain detail such rental or private use scooters, illegal or not illegal. It was suggested that the time pressure involved in deliveries via mobile apps could be increasing risk on the roads. Cllr Plowden intended to address this with police colleagues to be able to draw out further statistics going forward and investigate the statistics further.
- It was highlighted that parliament would soon have a debate about e-scooters and it was to be considered how Bristol could feed into that debate.
- Park and Ride journeys had not yet risen back to pre-pandemic levels which could be due to the average home working proportion of the week increasing. Work was ongoing with the Combined Authority to promote Park and Ride sites and they would also be encouraged during works associated with CRSTS. Cllr Plowden intended to continue to press the Combined Authority to best use the BSIP grant for the marketing and promotion of bus networks and Park and Ride.
- With reference to the structural and safety improvements, condition surveys inform data for surfacing programmes and tracks the condition of roads and principal roads.

That the Transport & Connectivity Committee

- 1. Noted performance against the Business Plan relevant to this Committee, including the issues raised and measures to address performance issues to be implemented by relevant services.**
- 2. Noted that there is a process underway to refresh the Corporate Strategy and related KPIs. The Chair of each Committee will be briefed about this in the new year, to enable all Policy Committees to help shape the KPIs they receive each quarter.**

11 Q3 Corporate Risk Report

b



The Policy Committee considered a report that updated on current relevant significant strategic risks. The risks relate to achieving objectives set in the Council's Corporate Strategy 2022-2027 and the report summarises progress in managing the risks and actions being taken as at Quarter 3 2024-25

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

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

- Although it did not feature on the report to the meeting, it was confirmed that the CRSTS risk of mitigating impact of CRSTS programmes across the city is on the register and actively managed.
- With reference to CRR58 implying financial cost risk has increased, it was difficult to analyse the impact of increasing complaints and litigation as litigation can run over many years. Currently litigation costs were in the region of approx. £200k although that did not relate to the number of claims. The robust inspection regime under Section 58 was sufficient to robustly defend against claims in court.
- With reference to CRR43, due to the time lag in reporting the next report to the Policy Committee would contain more information about actions to date. This highlighted a disappointing effect of the current reporting process for the risk reports.

The Transport and Connectivity Policy Committee noted the report

11 Finance report update

c

The Committee considered a report that presented the Transport financial forecast at period 8 (P8) against the budget as at the end of November 2024.

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

With reference to the e-scooter concession with Teir-Dott and proposed changes to the contract, Officers confirmed that the contract was managed between the Combined Authority and the provider. Bristol City Council had made repeated robust representations on this issue and others and had communicated their position.

That the Committee for Transport and Connectivity noted the contents of the report on the P8 forecast for the Transport and Connectivity Committee



12 A4 Portway Strategic Corridor Full Business Case

The Policy Committee considered a report seeking approval for the submission of a Full Business Case (FBC) to the West of England Mayoral Combined Authority (WECA) for City Regional Sustainable Transport Settlement (CRSTS) funding and subject to approval, to accept and spend the funding to deliver the A4 Portway Strategic Corridor project.

It was noted that this was a key decision report, as the proposed decision involving over £500k and a potential significant impact on two or more wards.

The Head of City Transport presented the report which included some exempt information within the Full Business Case at appendix H. The scheme included the length of the Portway from the Park and Ride to the Hotwells Gyratory which would impact traffic flows and encouraged use of both Portway and A370 Park and Ride Services. There is the opportunity to spend an additional £8.4m on resurfacing with combined cost benefit for both schemes. There is also already allocated funding of £2m for the access junction to the Park and Ride.

In response to Councillors questions and comments, officers confirmed that:

- To fit a segregated cycle lane along the Portway would require narrowed lanes and central reservation. Due to the number of HGV's travelling along the corridor this would require some reconstruction in the region of £20-30m. A limited demand from pedestrians and cyclists lane meant that it was considered not good value at this time.
- The speed limit will drop from 50mph to 40mph although an average speed camera had not been considered at this time as part of the scheme. The bus lane will provide other benefits such as moving heavy goods traffic further away from pedestrians and cyclists.
- If the resurfacing budget was combined with the overall scheme, officers were asked to consider additional dropped kerbs, particularly where shared with a cycle lane. Additional crossings brought additional maintenance costs within the context of the whole City as well as affecting bus journey times.
- The footbridge by the station was considered a safe way to cross although the requests for a more accessible crossing point were noted.
- The bus lanes were highlighted as abused by those undertaking traffic.
- The potential of the transport hub along with the development of the Park and Ride was highlighted as a transformational element within the wider strategy and corridor approach and an important link to Severnside as an economic hub.
- Councillors requested further information in future to help when considering bus lanes, such as how many buses would travel along during a 24 hour period.
- It was clarified that the JRTP4 included aspirations of transport developments up to 2036 that could require additional infrastructure.



- The potential impact on new South Bristol supported bus service and the park and ride services was highlighted due to works. It was confirmed that additional park and ride services would run where appropriate.

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

That the Committee for Transport and Connectivity

- 1. Noted the approvals granted on Item 10 at the Cabinet Meeting on 05 March 2024.**
- 2. Approved the submission of a Full Business Case (Appendices E) to the West of England Mayoral Combined Authority (WECA).**
- 3. Authorised the Executive Director of Growth and Regeneration in consultation with the Director of Finance and the Committee Chair for Transport and Connectivity, subject to approval of the Full Business Case 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 the maximum budget envelope outlined in this report.**
 - (iv) Accept, tender, award and spend on contracts to deliver re-surfacing should further CRSTS funding become available which may be over the key decision threshold.**

13 Harbour Walkway

The Policy Committee considered a report seeking approval for additional funding to cover the costs of a partial bank collapse and increased delivery costs, reprofile the delivery timescale and consider wider contractor costs.

It was noted that this was a key decision report, as the proposed decision involving over £500k.

The Head of City Transport presented the report which included some exempt information within the Full Business Case at appendix E. The exempt element was due to commercial confidentiality.

The aim of the Harbour Walkway was part of a framework for the wider area around Temple Meads to improve connectivity into and around Temple Meads. Much of the walkway was now built and due to complete in November 2025. Difficulties had been encountered from resource issues, the pandemic, inflationary pressures, access issues, the collapse of the dredging contractor and the collapse of the harbour wall during a severe storm. A revised approach to funding the scheme has been developed to mitigate costs and risks to the Council.



In response to Councillors questions and comments, officers confirmed that:

- The area where there had been a bank collapse was not the area where Willow trees were cut back. The land where the bank had collapsed was in essence a mud bank still under council ownership.
- Damage payments from contractors were common in similar contracts and payments were often repurposed into the project.
- A lessons learnt process would take place post project, involving all parties.

Members indicated that they wished to ask questions which related to the information included within exempt appendix E to the report.

The Chair moved the following recommendation:

That under Section 100 (A) (4) of the Local Government Act 1972, the public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in paragraph 3 of Schedule 12A of the Act.

The recommendation was seconded by Councillor Coombes and PASSED with 7 voting FOR and 1 ABSTENTION. The Policy Committee moved into exempt session.

Whilst the Committee was in exempt session, members asked questions about and discussed the detail included within the exempt appendix.

Once the discussion in exempt session had concluded, the Committee returned to public session and the meeting was reopened for members of the public to observe proceedings.

Officers gave assurance that the budget had been set at a level considered to be the maximum budget envelope as outlined within the report to complete the project and settle all outstanding amounts.

The recommendation was moved by Councillor Plowden and seconded by Councillor Bryher.

On being put to the vote the recommendation was CARRIED with 7 voting FOR and 1 vote AGAINST and it was APPROVED that;

That the Committee for Transport and Connectivity:

- 1. Approved the pausing or stopping of charging delay damages to KB and refund those levied to date (without prejudice).**
- 2. Accepted new funding from CRSTS over-programming (£3.5m) and EDF (£2.7m).**
- 3. Approved increasing the budget of the Harbour Walkway project from £3.5m to £6.2m, plus the existing £3.5m – a total of £9.7m.**
- 4. Approved the use of up to £3.5m of the existing project budget to negotiate an agreement with KB.**



5. **Authorised the Executive Director Growth and Regeneration in consultation with the Committee Chair for Transport and Connectivity to extend/ vary the contract as necessary to enact recommendations 1 and 4.**
6. **Authorised the Executive Director for Growth and Regeneration to invoke any subsequent extensions/ variations specifically defined in the contract(s) being awarded, up to the maximum budget envelope outlined in this report as per recommendation 4.**

14 Exclusion of Press and Public

Meeting ended at 8.00 pm

CHAIR _____

