

**Bristol City Council
Minutes of the Full Council**

9 November 2021 at 6.00 pm



Members Present:-

Councillors: Amal Ali, Donald Alexander, Lesley Alexander, Kerry Bailes, Jenny Bartle, Nicola Beech, Marley Bennett, Fabian Breckels, Andrew Brown, Craig Cheney, Jos Clark, Sarah Classick, Amirah Cole, Asher Craig, Chris Davies, Carla Denyer, Tony Dyer, Richard Eddy, Emma Edwards, Jude English, Lily Fitzgibbon, Tessa Fitzjohn, Martin Fodor, Lorraine Francis, John Geater, Paul Goggin, Geoff Gollop, Zoe Goodman, John Goulandris, Katy Grant, Fi Hance, Alex Hartley, Tom Hathway, Helen Holland, Gary Hopkins, Katja Hornchen, Jonathan Hucker, Philippa Hulme, Hibaq Jama, Ellie King, Tim Kent, Heather Mack, Mohamed Makawi, Brenda Massey, Henry Michallat, Yassin Mohamud, Graham Morris, Paula O'Rourke, Barry Parsons, Steve Pearce, Ed Plowden, Guy Poultney, Kevin Quartley, Tom Renhard, Tim Ripington, James Scott, Sharon Scott, Steve Smith, Ani Stafford-Townsend, Lisa Stone, Christine Townsend, Andrew Varney, Mark Weston, David Wilcox, Chris Windows and Tim Wye

Officers in Attendance:-

1 Welcome and Introductions

The Lord Mayor welcomed all attendees to the meeting and outline the emergency evacuation procedure.

2 Apologies for Absence

Apologies for absence were heard from Councillors Bradshaw, Godwin and Jackson.

3 Declarations of Interest

None received.



4 Minutes of the Previous Meeting

On the motion of the Lord Mayor, seconded by Councillor Goulandris, it was

RESOLVED:

That the minutes of the meeting of the Full Council held on the 7th September 2021 be confirmed as correct record and signed by the Lord Mayor.

5 Lord Mayor's Business

The Lord Mayor outlined the arrangements for the Remembrance Sunday ceremony and parade and introduced a minutes silence.

6 Petitions Notified by Councillors

The Full Council received and noted the following petitions:

Ref No	Name	Title	Number of signatures
CP01	Cllr Hartley	Keep Baltic Wharf in the Harbourside : Halt all plans	416
CP02	Cllr Weston	Sort out parking problem in BS10 7DN/ Parking on Passage Road	30

7 Public Forum (Public Petitions, Statements and Questions)

Public Petitions:

There was one petition received which was presented and then referred to the mayor for his consideration and response.

Ref No	Name	Title
PP01	Hannah Summers	Horfield Lack of Secondary School Provision



Public Statements:

The Full Council received and noted the following statements (which were also referred to the Mayor for his consideration/ information)

Ref No	Name	Title
PS01	Lisa Hodges	Parking Meter at Blaise Castle
PS02	Julie Gunn	Parking Charges Snuff Mills/Blaise Castle
PS03	Mary Ferguson	Parking Charges
PS04	Georgie Barlow	Parking Charges
PS05	Demi White	Objections to Blaise Castle Parking Fees
PS06	Pam Lock	Parking charges at Blaise Castle
PS07	Lexie Hamilton	Proposals to Green Spaces
PS08	Victoria Egan	Parking Charges Complaint
PS09	Rose Gilbert	Parking Charges Complaint
PS10	Elizabeth Robinson	Parking Charges Complaint
PS11	Abigail Lee	Parking Charges at Blaise Castle
PS12	Willow Hu	Objections to Parking Charges at Blaise Castle
PS13	Caroline Howes	New Parking Charges
PS14	Samantha Bailey-Gard	New Parking Charges
PS15	Kelly Williams	Objection to Parking Charges
PS16	Clair McGill	Objection to Parking Charges
PS17	Katie Wright	Oldbury Court Parking Charges
PS18	Caroline Derrick	Parking Charges at Snuff Mill and Blaise Castle
PS19	James Atkinson	Parking Charges on Green Spaces
PS20	Lucy Greening	Parking charges at Blaise castle
PS21	Catherine King	Objection to Introduction of Parking Charges at Parks
PS22	Stacy Cooper	Parking charges and Yellow Lines Around Oldbury Court Estate
PS23	Hashim Saleem	Objection to Parking Meters
PS24	Abid Saleem	Parking Meter
PS25	Kim Foale	Parking Meter at Blaise Castle
PS26	Marie Huskisson	Blaise Castle Parking Charges
PS27	Les Hull	Blaise Castle Parking Charges
PS28	Jayne Macleod	Blaise Castle Parking Charges
PS29	Hayley Warren	Parking in Oldbury Court
PS30	Andrew Simpson	Parking Restrictions Around Oldbury Court
PS31	withdrawn	
PS32	Elizabeth Robinson	Objection of Parking Charges at Parks
PS33	Jen Smith	Special Educational Needs and Disabilities (SEND)
PS34	Suzanne Audrey	Bristol's Urban Living SPD and child-friendly development
PS35	Ryan Relf-Jones	Parking Charges at Oldbury Court Park



PS36	Alan Morris	Bristol Walking Alliance: 50 Ways to Better Walking
PS37	Hannah Summers	Lack of Secondary provision in portion of Horfield Ward.
PS38	on behalf of Bristol Sex Workers collective	Bristol Sex Workers Collective Statement
PS39	Barry Cash	Bristol Energy
PS40	John Tarlton	When is a replacement tree not a replacement tree
PS41	David Redgewell	Corporate City Plan
PS42	Ron Pegley	Flood Risk

Within the time available, statements PS33, PS36, PS38, PS40, PS41 and PS42 were presented by individuals present at the meeting.

Public Questions:

The Full Council noted that the following questions had been submitted:

Ref No	Name	Title
PQ01	Dugald McNaughtan	Residents Parking scheme for Ashely Street
PQ02	Salem Bennett	Plant-based food systems for schools
PQ03	David Whiley	Seagulls in the City Centre
PQ04 & PQ05	Peter Beard	Tree Inspection Report
PQ06 & PQ07	Elvira Koczur	Parking situation affecting residents along Passage Road
PQ08	Paul Wheeler	Advertising and Sponsorship Policy
PQ09 & PQ10	Philip People	Parking on Passage Road Open Space
PQ11 & PQ12	Lee Westney	Affected Parking on Passage Road
PQ13 & PQ14	Jack Beard	parking problems that affect parts of North Bristol
PQ15	Paula Bramley	Avon Pension Fund
PQ16	Suzanne Audrey	Children living in Tall Buildings
PQ17	Suzanne Audrey	Western Harbour proposals
PQ18 & PQ19	Elizabeth Chester	Wood Burners
PQ20 & PQ21	David Redgewell	David Redgwell, South West Transport Network and Railfuture Severaside
PQ22 & PQ23	Rob Bryher	Assembly recommendations and One City Transport Board
PQ24	Claire Gronow	Council emissions
PQ25	Alison Allan	City Leap
PQ26	Jacqueline Walkden	Insulated domestic homes in Bristol
PQ27 & PQ28	Michele Morrice	A safe play park setting for Adults with disabilities and their carer's
PQ29 & PQ30	Andrea Mackay	Reduction in plastic waste
PQ31 & PQ32	Robert Browne	Colston Statue



PQ33	Tom Bosanquet	Crossing on St Lukes Road, Totterdown
PQ34 & PQ35	Andy Simpson	Residential Parking Restrictions at Little Hayes

Within the time available, the Deputy Mayor responded verbally to questions PQ01, PQ02, PQ20, PQ21, PQ22, PQ23, PQ27 and PQ28 also responding to supplementary questions.

8 Petition Debate : Disabled Adult Play Parks

The Full Council considered a report of the Director – Legal and Democratic Services setting out details of a petition ‘Disabled Adult Play Parks’. The petition had reached the 3,500 signature threshold to qualify for a Full Council debate.

Michele Morris, the petition organiser, and Carina Andrews were invited by the Lord Mayor to present the objectives of the petition.

The Full Council debated the petition.

Following the debate it was:

RESOLVED:

That the petition and the comments from the debate be noted and referred to the Mayor for response.

9 Mayoral Commission Update : Disability Equality Commission

The Full Council received a report on the establishment of the Disability Equality Commission.

There was a debate and it was:

RESOLVED

That the report of the Disability Equality Commission be noted.

10 Mayoral Commission Update : Bristol Women's Commission

The Full Council received a progress report of the work of the Bristol Women’s Commission.

There was a debate and it was:



RESOLVED

That the report of the Bristol Women's Commission be noted.

11 Mayoral Commission Update : Bristol Race Commission

The Full Council received a progress report of the work of the Bristol Commission on Racial Equality.

There was a debate and it was:

RESOLVED

That the report of the Bristol Commission on Racial Equality be noted.

12 Treasury Management Annual Report 2020/21

The Full Council considered a report which presented the annual treasury management review of activities and the actual treasury indicators in accordance with Local Government regulations.

Councillor Cheney introduced the report.

Following debate it was:

RESOLVED:

That the Annual Treasury Management Report for 2020/21 be noted.

13 Constitutional Update : Appointment of Members to Committees and Chairing Arrangements

The Full Council considered a report which proposed updates to the constitution.

The Lord Mayor moved the report and the recommendations set out therein.

Deputy Lord Mayor Councillor Varney seconded the report.

There was no debate and it was:



RESOLVED:

- 1. Full Council approve the appointment of Councillor Pearce to the Licensing Committee to replace Councillor King.**
- 2. Councillor Tony Dyer be appointed as Chair of Overview and Scrutiny Management Board**

14 Motions

Following a short adjournment, it was then moved by the Lord Mayor that standing order CPR2.1(xi) be suspended to allow the meeting to go past the 30 minutes time limit for motions and beyond the 2.5 hours total time for the meeting. Following a vote it was agreed to proceed with the item to hear the first 'golden' motion.

Golden Motion: A Workplace Parking Levy for Bristol

Councillor Wilcox moved the following motion:

Full Council notes

1. A Workplace Parking Levy (also referred to as Corporate Parking Levy) is a licensing scheme for active workplace car parking places. They vary in detail and can include various concessions (e.g. blue badge holders; smaller businesses; NHS facilities). These schemes reduce driving into the city centre and provide funds that can be reinvested in transport alternatives or improvements.
2. That the proposal for a Workplace Parking Levy (WPL) was initially discussed in Bristol ten years ago and we have fallen behind other cities in its implementation.
3. A scoping study produced for Bristol Council in 2011 estimated that a citywide workplace Parking Levy (with small businesses exempted) could generate a net revenue of around £11 million per year.
4. Following a budget amendment made by the Green Party in 2020, an appraisal report is now being developed. We further note that as it has yet to be published, it is unclear as to the detail of implementation. We understand that the report's findings are generally in favour of WPL.
5. The growing national base of evidence for WPL. Most notable is Nottingham which has been running its scheme since 2011 and now raises £9 million a year with a circa £400 WPL with minimal running costs
6. Support for exploring a WPL was noted in the Bristol Transport Strategy adopted in 2019.
7. There are several, evidenced benefits of WPLs, including:
 - Reduction in congestion and associated air quality improvements;
 - Investment in public and active transport;
 - Freeing up land - unlike a congestion charge, the WPL has an evidenced bonus effect of making more land available for other uses, such as green space or new residential buildings.
 - That any levy is easy to administer, keeping transactional costs to a minimum
 - They encourage private sector involvement and investment in the city



- There is unlikely to be any additional pressure on on-street parking as the levy is on the space not the vehicle
8. Councillors will need to see the detail, but it is anticipated that the coming report will add to the positive national evidence base for the policy.

Full Council resolves to call on the administration to:

1. Share and make the appraisal report on WPL public when it is complete
2. Formally commit to a WPL scheme for Bristol (pending the report's findings)
3. To publish a timetabled delivery plan for a WPL scheme with the aim of going out to consultation by April 2022 with full implementation within two years of that date (compatible with the Local Transport Act 2000)
4. Approach Government to ensure as much match funding as possible
5. Work with WECA to see if a WPL can be developed in parallel in other neighbouring authorities

The motion was seconded by Councillor Wye.

Councillor Don Alexander then moved the following amendment:

‘That the motion be amended to read as follows:

Full Council notes

1. A Workplace Parking Levy (also referred to as Corporate Parking Levy) is a licensing scheme for active workplace car parking places. They vary in detail and can include various concessions (e.g. blue badge holders; smaller businesses; NHS facilities). These schemes reduce driving into the city centre, by imposing a tax on businesses which can be passed on to its employees, and provide funds that can be reinvested in transport alternatives or improvements.
2. That the proposal for a Workplace Parking Levy (WPL) was initially discussed in Bristol ten years ago
3. A scoping study produced for Bristol Council in 2011 estimated that a citywide workplace Parking Levy (with small businesses exempted) could generate a net revenue of around £11 million per year, so a new scoping study would be needed before consultation and possible implementation
4. The effect the incoming Clean Air Zone will have on city centre traffic and that a new study on predicted income raised from a WPL will need to be undertaken to take this into account.
5. Following a budget amendment made by the Green Party in 2020, an appraisal report is now being developed.
6. Nottingham is the only city to have introduced a WPL and did so ten years ago. Since 2011, Policy proposals for improving congestion and air quality in cities have moved on to other interventions, such as Clean Air Zones.
7. Support for exploring a WPL was noted in the Bristol Transport Strategy adopted in 2019.
8. There are several, evidenced benefits of WPLs, including:
 - Reduction in congestion and associated air quality improvements;



- Investment in public and active transport;
 - Freeing up land - unlike a congestion charge, the WPL has an evidenced bonus effect of making more land available for other uses, such as green space or new residential buildings.
 - That any levy is easy to administer, keeping transactional costs to a minimum
 - They encourage private sector involvement and investment in the city
 - There is unlikely to be any additional pressure on on-street parking as the levy is on the space not the vehicle
9. Councillors will need to see the detail, but it is anticipated that the coming report will Provide more detailed information for Full Council's consideration at a later date.
 10. A WPL would be imposed on organisations with car parking spaces, it could include schools, care homes, and colleges and would create extra costs which they may choose to pass on to others.
 11. The imposition of a new tax on the citizens and businesses of Bristol needs to be given due consideration and treated with gravitas, and that agreeing to a new tax without knowing how much it would raise nor what the potential benefits of it would be negligent on the part of Bristol City Council.

Full Council resolves to call on the administration to:

1. Share and make the appraisal report on WPL public when it is complete.
2. To report back to Full Council on the report's findings and, if the administration sees fit, to publish a delivery timetable.
3. Approach Government to ensure as much match funding as possible, if decided a WPL is in Bristol's interests.
4. Write to WECA authorities to gauge their interests in developing their own WPL schemes.'

The amendment was seconded by Councillor Bennett.

Following debate and final remarks from the mover of the amendment and the original motion, upon being put to the vote, the amendment was CARRIED (33 for, 32 against)

Councillor Hartley then moved the following amendment:

'That the motion be amended to read as follows:

Full Council notes

1. A Workplace Parking Levy (also referred to as Corporate Parking Levy) is a licensing scheme for active workplace car parking places. They vary in detail and can include various concessions (e.g. blue badge holders; smaller businesses; NHS facilities). These schemes reduce driving into the city centre, by imposing a tax on businesses which can be passed on to its employees, and provide funds that can be reinvested in transport alternatives or improvements.
2. That the proposal for a Workplace Parking Levy (WPL) was initially discussed in Bristol ten years ago



3. A scoping study produced for Bristol Council in 2011 estimated that a citywide workplace Parking Levy (with small businesses exempted) could generate a net revenue of around £11 million per year, so a new scoping study would be needed before consultation and possible implementation
4. The effect the incoming Clean Air Zone will have on city centre traffic and that a new study on predicted income raised from a WPL will need to be undertaken to take this into account.
5. Following a budget amendment made by the Green Party in 2020, an appraisal report is now being developed.
6. Nottingham is the only city to have introduced a WPL and did so ten years ago. Since 2011, Policy proposals for improving congestion and air quality in cities have moved on to other interventions, such as Clean Air Zones.
7. Support for exploring a WPL was noted in the Bristol Transport Strategy adopted in 2019.
8. There are several, evidenced benefits of WPLs, including:
 - Reduction in congestion and associated air quality improvements;
 - Investment in public and active transport;
 - Freeing up land - unlike a congestion charge, the WPL has an evidenced bonus effect of making more land available for other uses, such as green space or new residential buildings.
 - That any levy is easy to administer, keeping transactional costs to a minimum
 - They encourage private sector involvement and investment in the city
 - There is unlikely to be any additional pressure on on-street parking as the levy is on the space not the vehicle
9. Councillors will need to see the detail, but it is anticipated that the coming report will Provide more detailed information for Full Council's consideration at a later date.
10. A WPL would be imposed on organisations with car parking spaces, it could include schools, care homes, and colleges and would create extra costs which they may choose to pass on to others.
11. The imposition of a new tax on the citizens and businesses of Bristol needs to be given due consideration and treated with gravitas, and that agreeing to a new tax without knowing how much it would raise nor what the potential benefits of it would be negligent on the part of Bristol City Council.

Full Council resolves to call on the administration to:

1. Share and make the appraisal report on WPL public when it is complete
2. To report back to Full Council on the report's findings and, if the administration sees fit, to publish a delivery timetable. If the administration publishes a timetable, Full Council would expect this delivery timetable to go out to consultation as soon as possible, with a targeted 2024 implementation date.
3. Approach Government to ensure as much match funding as possible , if decided a WPL is in Bristol's interests
4. Write to WECA authorities and North Somerset Council to gauge their interests in developing their own WPL schemes and work proactively to encourage the neighbouring authorities to do so.



5. Ask the Mayor and Cabinet Member for Finance to commit to ringfencing any raised revenue from a potential WPL scheme to be invested in improving other non-car sustainable transport measures i.e invested in walking & cycling routes, and improving access to public transport services.
6. Ask the Mayor to reach out to city partners to encourage them to invest in active travel measures for employees, and also employee bus schemes

The amendment was seconded by Councillor Clark.

Following debate and final remarks from the mover of the amendment and the original motion, upon being put to the vote, the amendment was LOST (32 for, 33 against)

There was a debate on the substantive motion (as amended). The Lord Mayor then invited Councillor Wilcox, as mover of the original motion, to speak.

Following final remarks, upon being put to the vote, the original motion was unanimously CARRIED and it was

RESOLVED:

Full Council notes:

1. **A Workplace Parking Levy (also referred to as Corporate Parking Levy) is a licensing scheme for active workplace car parking places. They vary in detail and can include various concessions (e.g. blue badge holders; smaller businesses; NHS facilities). These schemes reduce driving into the city centre, by imposing a tax on businesses which can be passed on to its employees, and provide funds that can be reinvested in transport alternatives or improvements.**
2. **That the proposal for a Workplace Parking Levy (WPL) was initially discussed in Bristol ten years ago**
3. **A scoping study produced for Bristol Council in 2011 estimated that a citywide workplace Parking Levy (with small businesses exempted) could generate a net revenue of around £11 million per year, so a new scoping study would be needed before consultation and possible implementation**
4. **The effect the incoming Clean Air Zone will have on city centre traffic and that a new study on predicted income raised from a WPL will need to be undertaken to take this into account.**
5. **Following a budget amendment made by the Green Party in 2020, an appraisal report is now being developed.**
6. **Nottingham is the only city to have introduced a WPL and did so ten years ago. Since 2011, Policy proposals for improving congestion and air quality in cities have moved on to other interventions, such as Clean Air Zones.**
7. **Support for exploring a WPL was noted in the Bristol Transport Strategy adopted in 2019.**
8. **There are several, evidenced benefits of WPLs, including:**
 - **Reduction in congestion and associated air quality improvements;**



- Investment in public and active transport;
 - Freeing up land - unlike a congestion charge, the WPL has an evidenced bonus effect of making more land available for other uses, such as green space or new residential buildings.
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9. Councillors will need to see the detail, but it is anticipated that the coming report will Provide more detailed information for Full Council's consideration at a later date.
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Full Council resolves to call on the administration to:

1. Share and make the appraisal report on WPL public when it is complete.
2. To report back to Full Council on the report's findings and, if the administration sees fit, to publish a delivery timetable.
3. Approach Government to ensure as much match funding as possible, if decided a WPL is in Bristol's interests.
4. Write to WECA authorities to gauge their interests in developing their own WPL schemes.'

The Lord Mayor informed Full Council that the extended time limit for motions had been reached and he asked if there was a mover of a motion to further suspend standing orders to allow the meeting to proceed a further 25 minutes to hear the next motion. There was no mover so no other motions were proposed.

Meeting ended at 9.40 pm

CHAIR _____

