

## GOLDEN MOTION (CONSERVATIVE PARTY): COMPREHENSIVE REVIEW OF HIGHWAYS PRIORITIES & PRACTICES

“This Council recognises that much of the city’s vital infrastructure is crumbling and in need of substantial repair. the deteriorating and worsening condition of our highways ~~from neglected potholes~~ demonstrates that far more resources need to be invested in **our city, including** restoring, renovating, and resurfacing the road network.

Council acknowledges the positive news of additional Government funding – nearly £1m from the Pothole Action Fund – which recognises that the ‘curse of potholes’ is not only an inconvenience to road users, but also a danger to life, limb, and property.

**However, Council notes that funding to remediate potholes is provided primarily by the Government and that the current budget provided is only around a tenth of what is required to fix every pothole in Bristol. Nationally, it has been estimated in excess of £14 billion is needed to address the road repairs backlog across the country, which would take 11 years without further support.**

**Council notes that the number of potholes in Bristol is down by 60% when compared to 2016.** However, much more needs to be done locally **and much more funding needs to be provided nationally** if the Authority is to meet its statutory obligations. Aside from the threats posed by the poor physical state of our roads, Council is concerned over the delays in reinstating white markings, double yellow lines and painted bike lanes to surfaces following redressing. The absence of such features can cause safety issues.

Council accepts that a more equitable funding allocation for minor traffic schemes in Area Committees is necessary to end the current system whereby some wards benefit at the expense of others within these groupings. This can be particularly unfair on those parts of the city which do not benefit from CIL funding- and even areas with more

development can usually not afford to fund minor traffic schemes. However, Council also notes that due to chronic underfunding over many years, the ability of the transport team to deliver these schemes has been severely compromised.

~~Council endorses the introduction of lane rental charging of third parties which would levy a fee for each day that a road is closed for work. At present, utility companies pay a single small sum to get a Temporary Traffic Regulation Order (TTRO) which lasts for 18 months. In practice, this situation provides no incentive for them to get upgrades or repairs done quickly.~~

Council notes that at present, utility companies pay a single small sum to get a Temporary Traffic Regulation Order (TTRO), which lasts for 18 months. In practice, this situation provides no incentive for them to get upgrades of repairs done quickly.

Council notes initial Lane Rental investigations were commissioned by the Labour Administration in late August. Lane Rental can only apply to 5% of the City's highway network, meaning any revenue generated is unlikely to be significant. Lane Rental would also apply to the Highways Authority, so under such scheme, the council would need to pay to rent its own road space.

Council notes that revenue generated from a Lane Rental scheme cannot be directly reinvested into highways. Any spending of the revenue would need to be considered by a Lane Rental Board, which includes stakeholders such as utilities companies. Lane Rental monies are usually used for innovation rather than routine maintenance.

Council notes when works are complete, both the road and pavement should be left improved – there should not be missing paving slabs or gullies in the road.

**Furthermore,** Council notes that the latest schematics for the upgraded A37/4018 and A4 strategic bus corridors still requires further mitigation measures if this major transport route is to deliver real improvements to the travelling public.

Accordingly, Council calls on the Mayor to undertake the following actions:-

1. **Call on Party Group Leaders to lobby the Government for more funding to maintain Bristol's carriageways.**
2. Conduct an urgent review of the Highways Department's operating practices and procedures including FixMyStreet to expedite or provide more timely interventions.
3. **Reconsider Reaffirm** his Administration's current corporate priorities and **look at ~~both~~ the capital and maintenance programme** to identify where greater investment can be found for the better upkeep of carriageways, pavements and cycle lanes across Bristol.
4. **Look again at** ~~Introducing~~ a lane rental scheme to expedite works on our roads – something which has previously been considered by Highways Officers – **noting that there are many drawbacks with a scheme and that it is not a 'silver bullet'**
5. Support the convening of a dedicated Scrutiny Inquiry Day tasked with finding realistic and workable solutions to these challenges.
6. Consider implementing any or all recommendations which arise out of such deliberations.”