

Bristol City Council

Minutes of the Full Council

12 September 2023 at 6.00 pm



Members Present:-

Councillors: Mayor Marvin Rees, Deputy Lord Mayor Councillor Paula O'Rourke, Amal Ali, Donald Alexander, Lesley Alexander, Kerry Bailes, Jenny Bartle, Nicola Beech, Marley Bennett, Fabian Breckels, Andrew Brown, Jos Clark, Sarah Classick, Asher Craig, Carla Denyer, Kye Dudd, Tony Dyer, Richard Eddy, Emma Edwards, Tessa Fitzjohn, Martin Fodor, Geoff Gollop, Zoe Goodman, John Goulandris, Katy Grant, Tom Hathway, Helen Holland, Gary Hopkins, Jonathan Hucker, Philippa Hulme, Farah Hussain, Chris Jackson, Ellie King, Tim Kent, Heather Mack, Mohamed Makawi, Brenda Massey, Henry Michallat, Patrick McAllister, Yassin Mohamud, Graham Morris, Barry Parsons, Ed Plowden, Guy Poultney, Kevin Quartley, Tom Renhard, Tim Rippington, James Scott, Sharon Scott, Steve Smith, Ani Stafford-Townsend, Lisa Stone, Christine Townsend, Andrew Varney, Mark Weston, David Wilcox, Chris Windows and Tim Wye

1 Welcome and Introductions

The Deputy Lord Mayor welcomed all attendees to the meeting and issued the safety information.

It was noted that the Lord Mayor had been unwell for the past two months but his health was now improving. Full Council expressed their best wishes to the Lord Mayor and their hope for his swift recovery.

2 Apologies for Absence

Apologies for absence were heard from the Lord Mayor and Councillors Bradshaw, Cheney, Cole, Crawford, Davies, English, Francis, Geater, Hance, Hornchen and Pearce.

3 Declarations of Interest

None received.

4 Minutes of the Previous Meeting



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

RESOLVED:

That the minutes of the meeting of the Full Council held on the 11th July 2023 be confirmed as correct record and signed by the Lord Mayor.

5 Lord Mayor's Business

There was none.

6 Public Petitions, Statements and Questions

Public Statements:

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

Ref No	Name	Title
PS01	Liv Fortune	councillor code of conduct
PS02	Suzanne Audrey	Loss of Confidence in Bristol's planning system
PS03	Michaela Andrews	Concern over the climate emergency and how food systems contribute
PS04	Colin Millard	Junction - Wells Road
PS05	David Redgewell	A4 trunk road
PS06	Doris Smith	I Do Not Support LTN Proposals
PS07	David Wherrett	Redcatch Park Tennis Courts
PS08	Megan Smith	East Bristol Liveable Neighbourhood scheme
PS09	David Rexworthy	Proposed Bus Lane on the Wells Road
PS10	Brian Rexworthy	Proposed Wells Road Changes
PS11	Claire Rexworthy	Wells Road/West Town Lane Proposals
PS12	Stephanie Richmond	East Bristol Liveable Neighbourhood
PS13	C Johnson	East Bristol Liveable Neighbourhood
PS14	Helen Hughes	East Bristol Liveable Neighbourhood

Within the time available, statements 2, 3, 6, 7, 8, 12, 13 and 14 were presented by individuals at the meeting.

Public Questions

Full Council noted that the following questions had been submitted:



Ref No	Name	Title
PQ01	Anita Pearce	Eagle House
PQ02	Margaret Rawlins	Eagle House
PQ03	Suzanne Audrey	Housing
PQ04	David Wherrett	Redcatch Park Tennis Courts
PQ05	Claire Gronow	One City Climate Strategy
PQ06	Sarah Cemlyn	Clean Air Zone
PQ07	Mark Ashdown	Planning Applications
PQ08	Michaela Andrews	Plant Based Solutions
PQ09	?	One City Climate Strategy
PQ10	Martin Rands	MetroBus Planning Conditions
PQ11	Claire Rexworthy	Wells Road
PQ12	Annette Catherine	East Bristol Liveable Neighbourhood
PQ13	Brian Rexworthy	Wells Road
PQ14	Ian Skuse	Wells Road
PQ15	Cliff Evans	Council Tax Benefits
PQ16	Laura Chapman	Broadwalk Development
PQ17	Helen Evans	Planning Decisions
PQ18	Rachael Fagan	Cultural Investment Programme
PQ19	Naomi Campbell	Cultural Funding Allocation
PQ20	Janet Adams	Arts Funding
PQ21	Helen Hughes	East Bristol Liveable Neighbourhood
PQ22	Helen Webster	Redcatch Quarter
PQ23	Peter Lidington	Wells Road
PQ24	Robin Millard	Broadwalk
PQ25	Caroline Owens	Broadwalk Development
PQ26	Stephanie Richmond	East Bristol Liveable Neighbourhood
PQ27	David Redgewell	Transport
PQ28	WITHDRAWN	
PQ29	Dan Ackroyd	Metro Underground
PQ30	Dan Ackroyd	Budget
PQ31	Ian Harris	Arts Funding
PQ32	Keep Bristol Moving	East Bristol Liveable Neighbourhood
PQ33	Meg Smith	East Bristol Liveable Neighbourhood
PQ34	Gerard Cooke	Arts Funding
PQ35	David Rexworthy	Wells Road
PQ36	Lesley Robinson	Broadwalk Development



Within the time available, the Mayor responded verbally to questions 1, 2, 4 and 6 also responding to supplementary questions.

7 Petitions Notified by Councillors

The Full Council received and noted the following petitions:

Ref No	Name	Title	Number of signatures
CP01	Cllr Zoe Goodman	Give Eagle House back to children and young people	125
CP02	Cllr Andrew Varney	Save the Brislington Greenbelt	429

8 Annual Report of Audit Committee

Full Council considered the Annual Report of Audit Committee.

Councillor Andrew Brown moved the report as Chair of the Audit Committee.

Following debate it was

RESOLVED: Full Council NOTED the Annual Report of Audit Committee.

9 HR Committee Annual Report

Full Council considered the HR Committee Annual Report.

Councillor Farrah Hussain moved the report as Vice Chair of the HR Committee.

Following debate it was

RESOLVED: Full Council NOTED the HR Committee Annual Report.

10 Extension of Chief Executive and Head of Paid Service Appointment

Full Council considered a report on the Extension of Chief Executive and Head of Paid Service Appointment.



Councillor Tony Dyer moved the report and recommendations. Councillor Richard Eddy seconded the report.

There was no debate and upon being put to the vote, the recommendations were APPROVED and it was

RESOLVED: That the appointment of Stephen Peacock as Chief Executive and Head of Paid Service is extended until 31 December 2024.

11 Motions

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

Councillor Steve Smith moved the following motion:

“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 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, much more needs to be done locally 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 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.

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.

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. Conduct an urgent review of the Highways Department's operating practices and procedures to expedite or provide more timely interventions.
2. Reconsider his Administration's current corporate priorities and the capital programme to identify where greater investment can be found for the better upkeep of carriageways across Bristol.
3. Introduce a lane rental scheme to expedite works on our roads – something which has previously been considered by Highways Officers.
4. Support the convening of a dedicated Scrutiny Inquiry Day tasked with finding realistic and workable solutions to these challenges.
5. Consider implementing any or all recommendations which arise out of such deliberations.”

The motion was seconded by Councillor Graham Morris.

Councillor Fabian Breckels then moved the following amendment:

That the motion be amended to read as follows:

“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 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 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 or 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.

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. Reaffirm his Administration's current corporate priorities and look at 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.”

The amendment was seconded by Councillor Lisa Stone.

Following debate, upon being put to the vote, the amendment was CARRIED (42 For, 13 Against, 1 abstention).

The Lord Mayor then invited Councillor Smith, as mover of the original motion to speak.

Following final remarks, upon being put to the vote, the amended motion was CARRIED (56 For, 0 against, 0 abstentions) and it was

RESOLVED:

“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 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.



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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."

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(ALTERED) SILVER MOTION (LABOUR PARTY): SAVE OUR TICKET OFFICES

Councillor Tim Rippington moved the following altered motion:

Save Our Ticket Offices

This council notes:

- The proposals from the Department for Transport and the Rail Delivery Group to close almost all railway ticket offices nationwide, including all ticket offices in the South West region.
- There are many stations in the South West which do not have ticket machines.
- The proposed closures have caused particular concern across all political parties, amongst unions, disabled-led campaign groups and metro-mayors, including West of England Combined Authority Mayor Dan Norris.
- Years of work from local campaigning and community groups, together with this Labour-led council and WECA's work to improve rail travel in Bristol, has finally born fruit and seen the Portway Park and Ride, the first new station in Bristol for 96 years, open to the public. Ashley Down station is under construction and Henbury station has had planning documents submitted. In the wider region, Filton North station has had planning permission approved; Pill and Portishead stations are set to open in 2025.
- The Temple Quarter regeneration project – which is set to double Temple Meads' capacity – and its ongoing work with the Temple Quarter Accessibility Advisory Group, to ensure this landmark station is as accessible as possible.
- Lawrence Hill and Parson Street stations both have stepped access to each platform.

This Council believes:

- The closure of ticket offices will disproportionately affect older people, disabled people and people who do not have regular access to the internet.
- The council and its partners have a duty to ensure that our railway stations are accessible for all.
- The lack of staff in the station will likely lead to more antisocial behaviour, making stations feel more unsafe, leading people to use alternate forms of travel.
- The proposed closure of ticket offices should be condemned.

This Council resolves to:



- Publicly oppose the proposal to close ticket offices and make further representations to both the Department for Transport and the Rail Delivery Group.
- If the Government is intent on moving ahead with these plans, call on the Mayor to instruct officers to work with partners to ensure every station in the South West has ticket machines installed.
- Refer this issue to Growth and Regeneration Scrutiny Committee with the recommendation that representatives from Great Western Railways and all relevant unions, including RMT and ASLEF. are invited to attend a Scrutiny Meeting at the earliest possible point to discuss future plans for ticket offices and staffing.
- Call on Party Group Leaders to ask the West of England Combined Authority to bring forward plans to improve accessibility at Lawrence Hill and Parson Street stations as a priority and look to improve accessibility at Bedminster and Stapleton Road.

Councillor Phillipa Hulme seconded the motion.

Following debate, upon being put to the vote, the altered motion was CARRIED (55 For, 0 Against, 0 Abstentions) it was

RESOLVED:

Save Our Ticket Offices

This council notes:

- **The proposals from the Department for Transport and the Rail Delivery Group to close almost all railway ticket offices nationwide, including all ticket offices in the South West region.**
- **There are many stations in the South West which do not have ticket machines.**
- **The proposed closures have caused particular concern across all political parties, amongst unions, disabled-led campaign groups and metro-mayors, including West of England Combined Authority Mayor Dan Norris.**
- **Years of work from local campaigning and community groups, together with this Labour-led council and WECA's work to improve rail travel in Bristol, has finally born fruit and seen the Portway Park and Ride, the first new station in Bristol for 96 years, open to the public. Ashley Down station is under construction and Henbury station has had planning documents submitted. In the wider region, Filton North station has had planning permission approved; Pill and Portishead stations are set to open in 2025.**



- The Temple Quarter regeneration project – which is set to double Temple Meads’ capacity – and its ongoing work with the Temple Quarter Accessibility Advisory Group, to ensure this landmark station is as accessible as possible.

- Lawrence Hill and Parson Street stations both have stepped access to each platform.

This Council believes:

- The closure of ticket offices will disproportionately affect older people, disabled people and people who do not have regular access to the internet.

- The council and its partners have a duty to ensure that our railway stations are accessible for all.

- The lack of staff in the station will likely lead to more antisocial behaviour, making stations feel more unsafe, leading people to use alternate forms of travel.

- The proposed closure of ticket offices should be condemned.

This Council resolves to:

- Publicly oppose the proposal to close ticket offices and make further representations to both the Department for Transport and the Rail Delivery Group.

- If the Government is intent on moving ahead with these plans, call on the Mayor to instruct officers to work with partners to ensure every station in the South West has ticket machines installed.

- Refer this issue to Growth and Regeneration Scrutiny Committee with the recommendation that representatives from Great Western Railways and all relevant unions, including RMT and ASLEF, are invited to attend a Scrutiny Meeting at the earliest possible point to discuss future plans for ticket offices and staffing.

- Call on Party Group Leaders to ask the West of England Combined Authority to bring forward plans to improve accessibility at Lawrence Hill and Parson Street stations as a priority and look to improve accessibility at Bedminster and Stapleton Road.

Meeting ended at 8.45 pm

CHAIR _____



