Bristol Transport Board
Zoom meeting

Notes – Tuesday 24th November 2020

Board Members Present:	[redacted]	*Transport Portfolio Holder, Bristol City Council (Co-Chair)*	[redacted]	*Business West*
	[redacted]	*Transport Focus (Co-Chair)*	[redacted]	*Highways Agency*
	[redacted]	*Sustrans*	[redacted]	*Bristol City Council*
	[redacted]	*Business West*	[redacted]	*Bristol City Council*
	[redacted]	*Equalities*	[redacted]	*Bristol City Council*
	[redacted]	*Great Western Railway*		
Associates Present:	[redacted]	*WECA*		
Guests	[redacted]	[redacted]		
	[redacted]	[redacted]		
[redacted]	[redacted]	*UWE*	[redacted]	*Bristol City Council*
	[redacted]	*Stagecoach*	[redacted]	*UNITE, The Union*
	[redacted]	*Communities*	[redacted]	*Bristol City Council*
	[redacted]	*Taxis*	[redacted]	*Mayors Office*
	[redacted]	*GWR*	[redacted]	*Bristol City Council*

Subject	Notes / action necessary	Officer responsible	Date
1.	[redacted] opened the meeting by welcoming those present and thanked everyone for their time in attending. The apologies were noted.		
2. Matters Arising	• It was noted that [redacted] Women's Commission had resigned. [redacted]		

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	[redacted] explained that there was likely to be a review of all One City Board memberships to ensure diversity so a replacement would be appointed in due course. • A request was made that the Board gave formal recommendations to the Mayor rather than asking [redacted] to respond as had occurred on the Clean Air Proposals. • The written brief on e scooters had been circulated. • The Cycling Works Campaign information had been circulated. • [redacted] updated the Board on the Emergency Transport Measures that had been introduced. Overall the measures implemented in a short timeframe had been successful, especially the closure of Bristol Bridge to private car traffic. The temporary cycle lane at Lewins Mead unexpectedly caused significant disruption to the buses so had been removed pending a new and better permanent solution which would not impact bus journey times. The Board offered to support such measures to counter the small but often vocal opposition where there was genuine benefit to the city in meeting its policies and aims. Further schemes were in planning and additional funding from WECA/DfT was sought to allow implementation.	[redacted] **Noted** **Closed** **Closed** **Noted**	**Qtr 1, 2021**
3. Temple Quarter	There had been two sub group meetings to look at the detail of the Temple Quarter redevelopment and the impact on transport. The draft recommendations had been circulated and any final comments should be sent to [redacted] by Friday 27th November 2020 General Comments: • Temple Quarter was a very important transport interchange and gateway to the City. • The access to bus needed to be easy and logical.	**ALL**	**27/11/20**

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	• Cycling and walking provision had been well planned into the scheme to encourage more active travel choices. • The taxi provision was seen as good with controlled access for licenced taxis only on the current ramp. • There was concern over the potential size of the car park at 500 spaces, well beyond staff requirements. • Future quarterly meetings were welcomed by the Board.		
4. One City Plan Refresh	The bulk of the meeting had been assigned to refreshing the Transport/Connectivity elements of the current One City Plan. Despite COVID-19 the three targets for 2020 had all seen progress. The challenge was to review the three targets in the plan for each year from 2021 to 2050. A sub group meeting had occurred on 17th November and a wide range of stakeholders had participated. The outputs had been summarised into short term priorities (2021-2025), medium terms priorities (2026-2030) and longer term themes (2031-2050). [redacted] suggested that the groups split into breakout rooms in two sessions to focus on the short and medium term priorities. She also noted that the asks from other Boards were all well in alignment and followed themes of modal shift, active travel and public transport priorities. There was an opportunity to capitalise on the themes and building consensus. Other points made: • That the economic recovery needed clear prioritisation. • Discussion about what was within Bristol's direct remit/funding and links with WECA/Central Government. • Less focus on Mass Transit in the early targets due to delivery timescales. • An acceptance that behind the scenes work would continue on many projects that enabled delivery of the targets in the plan – just because it wasn't mentioned it did not mean it had been stopped or forgotten.		

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	• There was a need for the delivery plan to show outcomes and dates to make the One City Plan targets a reality.		
	After the breakout groups and high level feedback, the detailed comments to be sent to [redacted] by Friday 27 November.	**ALL**	**27/11/20**
	A further meeting had been arranged for 3 December to take all feedback on board and then priorities the targets.	**ALL**	**3/12/20**
	Asks from other Boards Following the breakout groups, the following themes emerged for 'Asks' from other Boards. **Homes** • To provide a wide range of services within neighbourhoods to reduce the need for travel. • To deploy liveable neighbourhoods. • To ensure new developments are sited in areas with good, sustainable transport provision, which is futureproofed as far as possible. **Education/Skills** • To ensure all local schools offer good quality education to reduce the need/desire to travel longer distances. • Reskill people to adapt to emerging technologies. • Take advantage of artificial intelligence and its rollout. • Train or retrain gas heating engineers for renewable energy installations. **Health** • Ensure clinical services are commissioned in locations that are easy to serve with good links at sustainable locations. • Health facilities should have green travel plans for their staff.		

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	• Larger healthcare/hospital sites could be transport interchanges in their own rights. • Ensure BRI (a regional treatment centre) is connected by Mass Transit. **Economy** • Must be clear links between spatial planning and transport. • Ongoing need to reduce dependence on private car journeys. • Consider financial contribution from employers to fund transport (e.g. Nottingham Workplace Levy). • Ensure transport has more prominence in decision making process. • More links to current and expanding employment areas such as Severnside/Avonmouth. **Env –** detailed asks already exchanged **Other general asks** • Need to continue to lobby government and sub national government bodies for continued funding. • Need specific funding for public transport during social distancing. • Need to recognise the uncertainties caused by COVID-19 and avoid being too rigid, adopt and adapt to new opportunities.		
5. Liveable Neighbourhoods – Presentation and Summary from [redacted]	Following the presentation (which had been circulated in advance) [redacted] requested a group to be formed of 5-10 people which through very early engagement would work on a task and finish basis to shape the City Council work on Liveable Neighbourhoods. The three areas would be: i. To review/agree a brief to go out to consultants. ii. To give views on the draft policy. iii. To review a final draft of the policy prior to consultation. The members welcomed the opportunity to be involved at the initial stages and to support and develop the work. They recognised the need for real engagement and co-		

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	production. [redacted] to work with City Office to organise a small group to work on the task and finish basis as requested	[redacted]	**15/1/21**
6. WECA Consultation	WECA had issued a consultation in the form of a survey on the Spatial Development Strategy. It was discussed and agreed that a response on behalf of the Board would be made. AP to organise a response on behalf of the Board by 14 December 2020	[redacted]	**14/12/20**
7. AOB	a) Bristol City Council Draft 2021/22 Capital Plan Review The Co-Chairs agreed that it would be useful to see the Capital Plan but really needed to be involved earlier in the process so that the Board could influence where the money was spent. It was also unclear how this fitted with the One City Plan targets and priorities. b) Youth Mayors [redacted] and [redacted] had recently had a virtual meeting with the Youth Mayors to update them on the targets of the One City Plan in 2020 and to get their input into the refresh. Notes of the meeting to be circulated with the Board Minutes. Formal Meeting Closed	[redacted]	**15/1/21**
	Karshare Presentation The presentation had been circulated in advance. Karshare were in the peer to peer car share market and sought to get better utilisation of existing cars. Following the presentation and discussion Karshare asked for formal recognition of the role of car sharing and for a framework to be developed which allowed them to be part of the solution to moving towards net zero. End 1305		