

AGENDA ITEM 4 b. i
Scrutiny Commission Referral Form

Referral from:
**Sustainable Development and
Transport Scrutiny
Commission –
11th February 2010**

To:
**Cabinet
25th March 2010**

Date: 18th March 2010

Contact Officer: Siân Parry (Scrutiny) x22074

Subject:

Residents' Parking Scheme

1. Reason for Referral

The Sustainable Development and Transport Scrutiny Commission has scrutinised the proposals for Residents' Parking Schemes during 2008/09 and more recently the consultative and public engagement aspects on 11th February 2010.

The main points that the Commission wish the Cabinet to take into account are attached in the extract minute.

2. Action required

The Commission recommends to the Cabinet that its views are taken into account during its discussion on the subject.

3. Accompanying papers (as below)

The extract minute is attached.

AGENDA ITEM NO:5

BRISTOL CITY COUNCIL

**DRAFT MINUTES OF THE MEETING OF THE
SUSTAINABLE DEVELOPMENT AND
TRANSPORT SCRUTINY COMMISSION
HELD ON 11TH FEBRUARY 2010 AT 5.00 P.M.**

- P Councillor Bradshaw (in the Chair)
- P Councillor Blythe
- P Councillor Bolton
- P Councillor Lewis
- P Councillor Negus
- P Councillor Pearce
- P Councillor Rayner
- P Councillor Woodman

Expert Witnesses

David Farnsworth, Bristol Neighbourhood
Planning Network

SDT

76.2/10

RESIDENTS' PARKING SCHEME UPDATE

The commission considered a report of the Strategic Director - City Development (agenda item no. 13) providing an update regarding the development of the Residents' Parking Scheme proposals for Cliftonwood and Kingsdown.

Peter Mann, Service Director, Transport stated that this report detailed the consultation process only and not the outcome of recent consultation. However, the Chair reported that the outcome of that consultation had just come into the public domain and asked therefore if officers could comment on this. The Executive Member, Councillor Rogers felt that it would be unhelpful to comment on what the results mean and the differing opinions regarding what schemes might or might not proceed and such a discussion should be left for Cabinet on 25 March. David Bishop added the statutory process of consultation had begun and it would therefore be inappropriate to comment until this process was over.

The following points were made as a result of discussion:-

- Councillor Woodman stated that he had been elected as ward member for Kingsdown on a clear platform to bring about a parking scheme and therefore wished to declare his strong support for the scheme and asked regarding timescales. Peter Mann replied that it was likely to be the end of March before the Kingsdown notice was published as there was a capacity issue for Legal Services to process TRO's.
- Councillor Blythe, as the ward Councillor for Clifton and the Chair of the Neighbourhood Partnership, expressed concern and disappointment that despite his best efforts he had been unsuccessful in getting information regarding the non-statutory consultation, namely a timeline, and input into the design of the questionnaire and how it might be made available to those without a computer. He believed that there has been a lack of communication between Officers and Members and Officers and residents and despite much prompting Officers had been unable to explain the delay in the consultation process and had variously changed their minds over important aspects;
- He also asked why the TRO for the Kingsdown scheme, where consultation was overwhelmingly in support was being done after the Cliftonwood scheme whose consultation outcome was more marginal. Councillor Blythe also questioned why the Kingsdown decision had been delegated to officers. David Bishop, Strategic Director - City Development replied that such decision's were not taken without consulting the Executive Member;
- He asked why it was necessary to rush a decision through Cabinet in March when the importance of getting the process right had always been stressed and he believed the process had been fundamentally wrong. The Executive Member, Councillor Rogers replied that the process had continued for some time and if a decision was left any later, the Council would enter PURDAH, where it was very difficult to make political decisions. It was therefore Cabinet's decision to keep to the timetable. Councillor Rogers advised that a statement could be made to Cabinet if Councillor Blythe disagreed with the process. Peter Mann, Service

Director - Transport confirmed that March 2010 had always been the planned date for decision. David Bishop reminded the Commission that there had been an extensive body of dialogue with the public as part of the consultation process. The Chair recommended that Councillor Blythe catalogue his concerns to officers and the officer response would be attached to these minutes;

- Councillor Woodman believed that this round of consultation to ward members had been much better than previous consultation and noted that the Forward Plan identified the March meeting for Cabinet decision. Officers agreed to report back regarding Councillor Woodman's request for the costs of the scheme's TRO;
- on being asked to explain the TRO process, Peter Mann reported that the minimum statutory period was 21 days during which time anyone could object. This period ended on 4 March when responses were scheduled into an Annex of the Cabinet report. This would then form a body of evidence in addition to the Cabinet report enabling Cabinet to make a decision.

RESOLVED - that the comments of the Commission be made available to Cabinet when it considers the Residents' Parking Scheme on 25 March.

AGENDA ITEM NO. 4 b. ii
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Subject:

Major Transport Schemes

1. Reason for referral

The Sustainable Development and Transport Scrutiny Commission has scrutinised major transport scheme proposals in-depth over the last 6 months and have made detailed comments and recommendations to the Executive Member at its meetings on 15th October 2009 and 11th February 2010. It also held an informal workshop with officers and the Neighbourhood Planning Network (NPN) on 1st March 2010.

From its latest discussions, particularly with NPN, the Commission welcomed the work that had already carried out by officers involving community groups in developing the schemes. It was particularly impressed by the model of community involvement outlined by NPN and officers. NPN pointed out that the approach used for BRT Line 3 was enshrined in the Statement of Community Involvement in the major schemes protocol and the Commission therefore agreed it would be positive if the model could be extended to all major Council schemes.

2. Action required

The Commission recommends to the Cabinet that:

- The community involvement model used for the Bus Rapid Transit Line 3 proposals should be developed as a model of good practice for all major Council schemes;
- A toolkit for neighbourhood partnerships should be produced to encourage good community involvement based on the NPN model.

3. Accompanying papers (as below)

Minutes and notes of the Commission meetings and workshop are available on the website.