

# Transport and Connectivity Policy Committee Supplementary Information



**Date:** Thursday, 12 September 2024

**Time:** 5.00 pm

**Venue:** The Council Chamber - City Hall, College Green, Bristol, BS1 5TR

**7. Opportunities to promote sustainable transport through a review of parking policies and charges**

**(Pages 3 - 4)**

Amendment to recommendation 5 (Lib Dem Group)

Amendment to recommendation 7 (Labour Group)

**10. Workplace Parking Levy**

**(Page 5)**

Amendment to Recommendation 1 (Labour Group)



## Transport & Connectivity Policy Committee – 12 September 2024

### Agenda item 7 – Opportunities to promote sustainable transport through a review of parking policies and charges

Amendment to be moved by Cllr Jos Clark (Liberal Democrat group):

**Recommendation 5: Approves implementation of charging at the District Car Parks as soon as possible.**

*Amend recommendation 5 to read as follows:*

**Recommendation 5:** Approves implementation of charging at the **District Car Parks** as soon as possible, **subject to free parking being available at the following sites:**

Westbury hill - 90 minutes free parking

Repton road - 60 minutes free parking

Callington Road/West Town Lane - 60 minutes free parking.

Subject to further financial and equalities assessment delegated to officers in consultation with the Chair

***This amendment is put forward on the following considerations:***

- Westbury hill car park not only serves the local shops, village hall and church, but most importantly the doctor's surgery. It feels unfair to charge people to go to the surgery.
- By charging in Repton road car park, the car's will be displaced into the surrounding streets.
- The businesses in West town lane/Callington road will suffer because there is no real alternative other than the existing car park. The shops are made up of fast-food outlets, convenience stores and a barber's. It is unlikely that the public are going to pay parking charges for these services.

**Agenda Item**      **Opportunities to promote sustainable transport through a review of parking policies and**  
**No.7**                      **charges – Labour Amendment**

**Amendment to Recommendation 7**

Implement an inflation-based charge only. Refer consideration of a change to linear charging to the Parking Strategy Task and Finish Group, reporting back to the committee in 2025.

Subject to further financial and equalities assessment delegated to officers in consultation with the Chair

**Agenda Item No.10** **Workplace Parking Levy – Labour Amendment**

**Officer Recommendations:**

Where “Stage One: Scheme Development and Outline Business Case (OBC)” means:

**Stage One (A) Scheme Feasibility.** Identify the revenue opportunities of implementing a WPL by identifying who would be charged, how much they would be charged and how much income would be raised as a result. Identify potential implementation and ongoing costs. (NCC Appendix C WS1.1 – WS1.3)

• **Stage One (B) Scheme design and finalisation of Outline Business Case (OBC) – detailed scheme design including locations, exemptions etc. (NCC Appendix C WS1.4-WS1.5)**

That the Committee for Transport and Connectivity

- ~~1. Approve, subject to suitable resource being available, so as not to delay the implementation of the CRSTS programme or other key transport programmes, the progression to **Stage One Development and Outline Business Case (OBC)** at a cost of up to £1m. Approve testing options for a WPL and the potential benefits and issues those options would create to enable a more informed decision to be taken as to whether to proceed to FBC and potential subsequent delivery of a WPL.~~
- ~~1. In order to ensure money is not spent unnecessarily, the Stage One\* process as recommended by NCC would be split into two parts, with a committee review after Part One to confirm whether to proceed.~~
- ~~2. Approve, subject to suitable resource being available, so as not to delay the implementation of the CRSTS programme or other key transport programmes, the progression to Stage One (A) Development at a cost of up to £500K. Approve testing options for a WPL and the potential benefits and issues those options would create to enable a more informed decision to be taken as to whether to proceed to Stage One (B) and then to FBC and potential subsequent delivery of a WPL.~~
- ~~2-3. \_\_\_\_\_ Stage One Development and OBC costs to be funded through CAZ funding to be repaid from subsequent income generated from the scheme.~~

Contractual:

- ~~3-4. \_\_\_\_\_ Authorises the Executive Director Growth and Regeneration in consultation with Committee Chair for Transport and Connectivity to procure/extend/vary and award the contract(s) necessary for the implementation of Stage 1 of the WPL, in-line with the procurement routes and maximum budget envelopes outlined in this report, noting the associated Legal commentaries.~~
- ~~4-5. \_\_\_\_\_ Authorises the Exec Director for Growth and Regeneration to invoke any subsequent extensions/variations specifically defined in the contract(s) being awarded, up to the maximum budget envelope outlined in this report.~~