

Non-key Decision Committee Report



PURPOSE: Non-key decision update report

COMMITTEE: Transport and Connectivity Committee

DATE: 24 October 2024

TITLE: Parking and Kerbside Strategy Task and Finish Group

Officer presenting the report: Adam Crowther **Job title:** Head of City Transport

Committee Chair: Cllr Ed Plowden

Executive Director lead: John Smith: Executive Director for Growth & Regeneration

Purpose of Report:

1. To establish a member Task and Finish Group for a Parking and Kerbside Strategy

Evidence Base / Context

1. The City Transport team presented a set of recommendations for new transport policies, plans and strategies to update the current suite of documents and respond to new priorities under the Committee System. This was approved on 29 August and included support for a new Movement Plan, Transport Investment Strategy and Parking and Kerbside Strategy (P&KS)
2. The focus of this paper is the P&KS and the establishment of a Task and Finish (T&F) group to provide input and steer the development of the work.
3. The P&KS is at the very early stages of development, but in broad terms will establish a series of policy positions around the management of parking and the kerbside in the city. Subject to input from the T&F group the scope of the project will include:
 - a. Outlining our strategy for management of on-street, off-street and RPS parking including pricing strategy, demand management and variations on pricing categories (e.g. weight, emissions, size-based pricing)
 - b. Outlining our strategy for improving conditions for different kerbside uses such as car clubs, electric vehicle charging bays, servicing and loading, coach and bus parking and layover.
 - c. Articulating our vision for kerbside uses including a gradual reallocation of space to sustainable modes of transport and alternative uses e.g. tree planting, SUDs, Cycle Hangars, seating.
 - d. Considering this reallocation across different contexts such as the city centre, strategic corridors and residential areas.
4. The P&KS has clear links with the Movement Plan and Transport Investment Strategy which will outline key infrastructure improvements and establish our financial position in relation to parking and other types of income respectively.
5. The early thinking around the P&KS is heavily influenced by Lambeth's Kerbside Strategy which clearly sets out how different kerbside uses can help the council meet wider policy objectives around the climate, equality and public health.

6. The T&F group will help drive the development of the P&KS inputting into initial scoping, agreeing headline objectives with the project team, identifying gaps in the evidence base, and reviewing and commenting on draft documents. The full range of activities to be covered by the T&F group are identified in the Terms of Reference (ToR) - see Appendix A
7. Input is required as to the frequency and duration of meetings to inform the ToR with proposals to hold the meetings initially fortnightly moving to monthly as appropriate. The T&F Group would initially run until the end of the Municipal Year at which point it will return to committee for a decision on whether to extend or conclude.

Officer Recommendations:

1. That the Committee for Transport and Connectivity notes the report and further details supplied in Appendix A and approves the recommended approach and Terms of Reference for the Parking and Kerbside Strategy. Any substantial changes to the parameters of the ToR should be agreed in consultation with officers and reported back to the committee.
2. That the Committee for Transport and Connectivity agree the Members of the T&F group with any not known by the 24 October Policy Committee meeting to be confirmed by the Party Whips.
3. That the Committee for Transport Connectivity delegate the decision to agree the frequency and duration of the meetings to the T&F group.

Corporate Strategy alignment:

1. Environment and Sustainability: parking management and more progressive uses of the kerbside have the potential to deliver significant carbon savings, increase urban greening and improve our resilience to the impacts of climate change.
2. Health and Wellbeing: car dominated environments do not promote healthy choices. By improving access to active modes of transport and reducing the demand for driving into the city we can improve our air quality and encourage healthier lifestyles
3. Transport and Connectivity: The kerbside is currently dominated by parking and parking-related infrastructure/restrictions which is out of step with corporate policies and a highly inefficient use of land. Reallocating space away from parking to other modes of transport will ensure residents and visitors to Bristol have more choice and can make the switch from private vehicles.

City Benefits:

1. The proposal will help to establish key policies with respect to parking and use of kerbside space. Currently our policy in this area is broad and doesn't sufficiently support related policy ambitions e.g. net carbon neutral or doubling tree canopy coverage.
2. The proposal will promote a more equitable transport network by strengthening policies that support greater uptake of sustainable modes of travel. For instance, those in financial poverty in the city will be unable to afford to own and maintain a car and even for those that do the costs can be prohibitive.
3. Reducing parking availability will help to drive behaviour change, ease congestion and provide air

quality and related health benefits. People living in more deprived areas of the city are much more likely to suffer the negative consequences of vehicle use – for instance road traffic collisions – and as such policies that seek to rebalance the transport system in favour of more sustainable modes of transport will provide additional benefit.

4. As with any proposal it's important to acknowledge that people with protected characteristics are do not form homogenous groups and that policies will have to be sensitive to individual experiences and challenges with moving around the city.

Consultation Details:

1. More time is required to work up consultation details with the T&F group but the initial suggestion is that there is ongoing engagement with key stakeholder groups in the development of the strategy and a period of public consultation on the draft document prior to sign off by Committee

Background Documents:

2. See Appendix A for ToR

APPENDICES

Appendix A – Further essential background information and detail
Parking and Kerbside Strategy Task and Finish group TOR

YES