

Report to: **Council**
Date: **28 April 2020**
Title: **Pay & Display review**
Portfolio Area: **Car Parking (Cllr Terry Pearce)**
Wards Affected: **All**
Urgent Decision: **N** Approval and clearance obtained: **Y**

Date next steps can be taken: Immediately following this meeting

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Recommendations:

That Council is RECOMMENDED to:

- 1. amend the Pay and Display Charges in the long stay West Devon Off-Street Car Parks in accordance with Appendix A;**
- 2. change Abbey Car Park from a long stay to a short stay car park;**
- 3. no longer allow parking permits to be valid for use in Abbey Car Park, with the exception of Dolvin Road residents; and**
- 4. make consequential changes to the Council's Off-Street Parking Places Order 2015.**

1. Executive summary

- 1.1 At the meeting of full Council on February 18th 2020 it was agreed that modelling work be carried out on car parking fees across the Borough to model the effect of increasing fees by approximately 4% in 2020-21 and to review the range of current

tariffs in different car parks. This is on the basis that car parking fees would not increase in 2021-22. This report requests that Members consider the recommendation to amend Pay and Display charges in accordance with Appendix A.

- 1.2 The driver for the proposed changes is not to increase income but rather the focus of the amendments is an increase in the cost of long-stay parking, in order to increase the turnover of parking bays, and contribute to the vibrancy of towns in the Borough.
- 1.3 In addition, a short-stay tariff is recommended in the long-stay car parks. Although the single tariff in Tavistock has worked successfully since 2015, it was implemented at a point in time when parking was freely available and there was a requirement to encourage long-stay parking. The focus now has changed and, as a result, there is a requirement to increase the turnover of parking.
- 1.4 It is recommended that after reviewing the range of current tariffs in different car parks that the Abbey car park is changed from a long stay to a short stay car park to increase turnover of vehicles as identified in the Tavistock parking survey.
- 1.5 Lastly, it is recommended that parking permits are no longer valid for use in the Abbey car park with the exception of the Dolvin Road resident permit to reflect the change from long stay to short stay parking.

2. Background

- 2.1 In order to manage the use of car parks, it is recommended that the cost of long-stay parking is increased, so that the turnover of vehicles is encouraged. It is anticipated that this will, in turn, improve the vibrancy of towns and allow more visitors/ shoppers better access to parking.
- 2.2 Following the survey conducted there is a view that the single long-stay tariff, implemented in Tavistock at a time when car parks were underused, is now outdated and there is a requirement to allow more flexibility in the use of car parks.
- 2.3 A parking survey was conducted in Tavistock which identified the requirement for Abbey car park to be changed from a long stay to a short stay car park to provide short stay car parking and an increased turnover of vehicles at this location within the Town.
- 2.4 As Abbey car park is currently a long stay car park, permits are valid for use within this car park however, should the car park change to a short stay car park there is a requirement that permits no longer be valid in this car park with the exception of the Dolvin Road permits where the Council currently has an obligation to provide permits to specific residents.

- 2.5 Consultation has been undertaken with key stakeholders and Ward Members where the changes have been discussed and comments taken on board prior to arriving to the final proposal ahead of the formal public consultation. Whilst it is recognised that the position reached in Appendix A does not represent the full requests of stakeholders it does reflect the aims of our tariffs to meet community needs and encourage increased town centre footfall and economic vibrancy.

3. Outcomes/outputs

- 3.1 It is anticipated that the recommended amendments to the Pay and Display charges will result in increased turnover in car parks and better availability of parking for visitors/ shoppers.
- 3.2 The new charges will be monitored closely by officers.
- 3.3 Whilst not the driver for the proposed changes, it is also anticipated that, if the changes are successful, there will be an increase in Pay and Display income of approximately £51,000 per annum, although usage and income predictions are difficult to predict.

4. Options available and consideration of risk

- 4.1 If customers wish to object to the Pay and Display amendments they will have the opportunity to do so formally during a 21-day public consultation exercise due to commence in May. Objections will be considered prior to implementation of any changes.
- 4.2 Appendix A shows the revised Pay and Display tariffs. It is anticipated that the use of all-day parking will reduce with customers opting to purchase the 4 hour tariff.
- 4.3 One of the reasons for making this recommendation is that, during a recent Survey for parking in Tavistock, it was highlighted that a number of respondents wanted a sliding scale of charges to be re-introduced and that there was a perception that available parking in the town is scarce. There was also a wish for an increased turnover in the Abbey car park with a wish for a short stay tariff to be available.

5. Proposed Way Forward

- 5.1 That the pay & display charges be amended in accordance with Appendix A
- 5.2 Should Recommendation 1 be implemented the changes of the parking charges will be subject of a 21 day consultation period, to which customers will be alerted to by a notice in the local press and on the Council's website, social media, together with notices in all affected car parks. This will allow customers to make comments on and/or objections to the proposals, should

they wish to do so. If a significant number of representations were to be received, the matter would be referred to the Hub Committee for further consideration otherwise the detailed implementation of recommendations should be delegated to the Head of Place Making Practice in consultation with the Portfolio Holder for car parking.

6. Implications

Implications	Relevant to proposals Y/N	Details and proposed measures to address
Legal/Governance	Y	<p>The Council has power to provide off-street parking under the Road Traffic Regulation Act 1984 (as amended).</p> <p>The Council has the power to deal with the provision, management and control of car parks.</p> <p>Council approval is required because the proposals require changes to the Off Street Parking Places Order.</p>
Financial implications to include reference to value for money		<p>Whilst the driver for the proposed changes (see Section 1) it is anticipated that the changes will generate approximately £51,000 additional income (based on 12 month implementation).</p> <p>The latest Quarter 3 Budget Monitoring report for the current year, 2019/20, showed that car parking income is expected to underachieve its income target for 2019/20 of £1,006,000 by 6.5% (£65,000). Therefore no increase in car parking income has been built into the 2020/21 Budget.</p> <p>The cost of implementing the changes will be met from the car parking budget.</p> <p>The difference between the income and expenditure on Off Street Car Parking is used to support costs associated with the operation and maintenance of parking services, its infrastructure and the maintenance of off street car parks. It is also used to support and provide other Council services such as street cleansing, parks and open spaces and other lawfully incurred identified expenditure.</p>
Risk		<p>There is a risk that a significant number of objections to the proposals may be received, which would postpone any implementation, as the</p>

		objections would have to be considered by Hub Committee ahead of any changes. The forecast financial position may not be achieved if the tariff does not drive usage as modelled.
Supporting Corporate Strategy		Council Communities Environment
Climate Change - Carbon / Biodiversity Impact		There are no positive or negative impacts.
Comprehensive Impact Assessment Implications		
Equality and Diversity		No implications.
Safeguarding		No implications.
Community Safety, Crime and Disorder		No implications.
Health, Safety and Wellbeing		No implications.
Other implications		None.

Supporting Information

Appendices:

Appendix A – proposed Pay and Display charges.

Background Papers:

None