

Decision Pathway – Report



PURPOSE: Key decision

MEETING: Cabinet

DATE: 14 December 2021

TITLE	Parking Permit and Tariff Review Oct 21 – Residents’ Parking Schemes (RPS) and Permit Parking Areas (PPA)		
Ward(s)	Citywide		
Author: David Bunting	Job title: Service Manager, Traffic & Highways Maintenance		
Cabinet lead: Cllr Alexander, Cabinet Member Transport	Executive Director lead: Stephen Peacock, Executive Director Growth & Regeneration		
Proposal origin: BCC Staff			
Decision maker: Cabinet Member Decision forum: Cabinet			
Purpose of Report:			
<ol style="list-style-type: none"> 1. To approve an inflationary increase of all RPS permit and Pay & Display charges. 2. To approve the structure and pricing for Easton St Philips RPS to be brought in line with all other RPS & PPAs over two inflationary tariff change cycles to minimise the impact on residents and business in the short term. 3. Note that future inflationary increases to RPS Permit and Pay & Display prices will be reviewed on an annual basis in line with the Council annual process and when appropriate will be increased as part of the formal Fees & Charges process. 			
Evidence Base:			
<ol style="list-style-type: none"> 1. RPS’s were initially created to provide a protective ring around the city centre where parking is prioritised for residents, businesses and organisations based inside the zones, which were historically flooded with commuter parkers seeking to avoid city centre parking fees. It is to be noted that although there is some minor overlap, the majority of the RPS areas are located outside of the proposed Clean Air Zone (CAZ) and may therefore also prove a draw for parkers trying to avoid the CAZ. 2. A limited amount of Pay & Display parking is provided within each RPS (although not currently in the much smaller PPAs). These spaces are provided to facilitate visitor parking in the RPS, to support local community facilities and to support retail & leisure activities. Parking in pay and display bays is restricted in terms of time and charges are set at a level to encourage modal shift away from the use of the private motor vehicle, in line with the requirements of the Joint Local Transport plan. The hourly rate for Pay & Display parking in the RPS was set at £1/hr when the first RPS was introduced in Kingsdown in 2011. All subsequent RPS have consistently adopted the same rate (the only limited exception to this being evening parking in some parts of Clifton Village RPS & Clifton East RPS). In line with the recent uplift in City Centre parking charges and to continue to ensure transport policy objectives remain effective, the parking tariff should be increased in line with inflation. It is proposed that the hourly rate is increased to £1.30 per hour. It is proposed the existing 30-minute free parking option will continue to remain in place. 3. Permit prices were last reviewed in 2015 at which time each of the RPS’s were formally reviewed. At that time permit charges were uplifted and as each Scheme Review took place the permit prices and allocations in each RPS were standardised to the levels agreed in 2015. Consequently, all RPS areas have the same charges and the same permit allocations with the following exceptions: <ol style="list-style-type: none"> a. Clifton Village RPS has features which allow some qualifying organisations to obtain more permits than standard. b. Allocations in the very small PPAs vary slightly and reflect local requirements. c. Easton & St Phillips did not undergo the full Scheme Review to bring permit prices and permit allocations in line with the other schemes, so it still retains the original pricing and permit structure agreed in 2011. 4. As permit prices were last set in 2015 (ES RPS went live in 2014 with prices that were set in 2011), this report seeks approval to update all prices in line with inflation to ensure they remain relative in real terms and to update ES RPS to 			

provide consistency of entitlement and charges with all other RPS.

5. As the combined financial impact of adopting standardised pricing at the same time as the inflationary uplift could be significant to both businesses and residents of ES RPS, we propose that the structure of Easton & St Philips is changed to reflect the other schemes but that the cost increases are spread over two tariff change cycles on the basis of half now and half at the next tariff review.
6. Annual inflation may amount to very small increases which cannot be practically be applied (Pay & Display machines do not accept 1ps, 2ps or 5ps for example). Permit & Pay & Display charges will therefore be reviewed on an annual basis to determine if an inflationary increase should be applied or deferred to the following year.
7. Appendix A has more details on:
 - a. current and proposed prices
 - b. what the changes in ES RPS mean in practice.
 - c. the likely financial implications of the proposed changes.

Cabinet Member / Officer Recommendations:

1. Approve an inflationary increase in parking permit prices and parking tariffs in all Residents' Parking Schemes & Permitted Parking Areas as laid out in this report and Appendix A.
2. Approve the structure and pricing for Easton St Philips RPS to be brought in line with all other RPS & PPAs over two inflationary cycles as laid out in this report and Appendix A.
3. Delegate authority to Executive Director, Growth and Regeneration in consultation with the Cabinet Member for Transport, to undertake the necessary statutory procedures to implement these changes (including any statutory consultation that is required in relation to ES RPS).
4. Note that a policy based review of RPS & PPA pricing and regulations will also be undertaken and brought to cabinet before March 2022 through a standalone report.

Corporate Strategy alignment:

The One City Plan states:

1. Bristol will be well-connected with digital services and transport that is efficient, sustainable and inclusive; supporting vibrant local neighbourhoods and a thriving city centre.
2. Bristol will be a sustainable city, with low impact on our planet and a healthy environment for all.
3. Transport is healthy, active, sustainable, safe and enables easy movement throughout the city.
4. The city is well connected, supporting access to employment, education and services for all.

City Benefits:

1. Rationing parking by price and time is an important tool in the promotion of leisure and retail economies, while encouraging greater use of public transport, walking and cycling over long stay parking.
2. RPS supports the long term aims of the local transport policy while also providing a protective ring around the city centre in which parking is prioritised for those residents, businesses and organisations that are based inside each zone.
3. National policy relating to tariff variations states that they can be levied pursuant to Orders and Notices made under the Road Traffic Regulation Act 1984. Whilst the Act is not a revenue raising one, increases in parking charges are permissible where the dominant purpose is to secure legitimate traffic management related objectives. Any resulting income is ringfenced for transport related purposes.

Consultation Details:

1. Initial proposal discussed at EDM in August 2021, with subsequent briefing of Cllr Alexander, Executive Member for Transport.
2. Further consultation with Mayor's office and Cabinet through the decision pathway process
3. The proposed changes to ES RPS will be subject to public consultation as part of the process to change the Traffic Regulation Order. Details of the change will be published locally, in the media and on [Traffic Regulation Orders \(TROs\) - bristol.gov.uk](https://www.bristol.gov.uk/traffic-regulation-orders-tros). Members of the public will have opportunity to raise objections which will be considered by the Director for Economy of Place before making any decision to proceed or not.
4. There will be no formal public consultation to implement the changes outside of ES RPS, because none is required to vary existing charges within a Traffic Regulation order. 'Notices of Variation' will be published to advise the public of the changes as part of the process to vary the Traffic Regulation Order.

Background Documents:

Bristol City Council's Transport policy aims to discourage long-stay commuter parking in favour of more sustainable modes of

transport such as walking, cycling, public transport and park and ride. Parking charges need to be set at such a level to encourage modal shift. The policy also aims to encourage retail and leisure activities by offering short stay parking whilst supporting the need for greater utilisation of sustainable transport.

<https://www.bristol.gov.uk/documents/20182/3641895/Bristol+Transport+Strategy+-+adopted+2019.pdf/383a996e-2219-dbbb-dc75-3a270bfce26c>

The West of England Joint Local Transport Plan 4 (2020 -2036) (JLTP 4) (<https://travelwest.info/projects/joint-local-transport-plan>) sees parking controls as a key element in controlling the demand for car parking. The plan states that parking controls (including charges) will be structured to support short stay retail, leisure and business trips to central areas.

Revenue Cost	c£50k	Source of Revenue Funding	14727 revenue budgets will cover costs of changing the Traffic Regulation Orders and signage.
Capital Cost	N/A	Source of Capital Funding	N/A
One off cost <input checked="" type="checkbox"/>		Ongoing cost <input type="checkbox"/>	
		Saving Proposal <input type="checkbox"/>	
		Income generation proposal <input checked="" type="checkbox"/>	

Required information to be completed by Financial/Legal/ICT/ HR partners:

- Finance Advice:** RPS's were first introduced in 2011 and had its last price review in 2015 (with the exceptions of Easton & St Phillips scheme that remained at the agreed 2011 prices).
- Approval is now being sought to apply annual inflationary reviews on all chargeable permits and Pay and Display prices, to ensure they remain relative and continue to achieve their purpose of discourage long-stay commuter parking in favour of more sustainable modes of transport.
- The report is seeking approval to inflate prices and align the pricing structure for Easton St Philips RPS over two inflationary cycles (see table 1), further details of the financial implications can be found in Appendix A. The Pay & Display tariffs, as well as Resident parking permits will be increased in line with inflation, with some being backdated.

Table 1

Review cycle	1	2
	£'000	£'000
Pay & Display	594	594
RPS	122	244
Total	716	838

Note: Spreading the inflationary increase over 2 review cycles, only half of the impact is felt in review cycle 1

- The financial impact is based on current customer behaviour, however, the decision to implement the changes may result in a change in customer behaviour, so the financial outcomes may be different. It is worth noting that revenue from on-street parking activities is ringfenced and can only be spent on transport related services i.e. other transport and highway related services, allowing improvements and investment in sustainable transport scheme and initiatives
- Any additional costs implications are expected to be met from the Highways and Traffic Management revenue budget.
- The Council applies annual inflationary increases to fees & charges for services that have such flexibility, and this helps it keep up with the cost of inflation on all its services. It is advised that the service moves to an annual process.

Finance Business Partner: Kayode Olagundoye, Interim Finance Business Partner, Growth and Regeneration, 30th November 2021.

2. Legal Advice: Changes to the TRO to align the ES RPS with others elsewhere in the city must be the subject of public consultation. Any responses to the consultation must be taken into account by the decision maker when making the final decision. Consultation must take place at a formative stage in the process and include sufficient reasons and explanation for the proposals and allow adequate time for consideration and response.

Legal Team Leader: Joanne Mansfield, Team Leader 30th November 2021.

3. Implications on IT: "No anticipated impact to IT/Digital Services"

IT Team Leader: Simon Oliver Director Digital Transformation, 5 October 2021

4. HR Advice: 'There are no HR implications evident'

HR Partner: Celia Williams HR Business Partner 4 October 2021		
EDM Sign-off	Stephen Peacock, Executive Director Growth and Regeneration	6 October 2021
Cabinet Member sign-off	Cllr Don Alexander, Cabinet Member Transport	14 October 2021
For Key Decisions - Mayor's Office sign-off	Mayor's Office	15 November 2021

Appendix A – Further essential background / detail on the proposal	YES
Appendix B – Details of consultation carried out - internal and external	NO
Appendix C – Summary of any engagement with scrutiny	NO
Appendix D – Risk assessment	YES
Appendix E – Equalities screening / impact assessment of proposal	YES
Appendix F – Eco-impact screening/ impact assessment of proposal	YES
Appendix G – Financial Advice	NO
Appendix H – Legal Advice	NO
Appendix I – Exempt Information	No
Appendix J – HR advice	NO
Appendix K – ICT	NO
Appendix L – Procurement	NO