

Decision Pathway – Report



PURPOSE: Key decision

MEETING: Cabinet

DATE: 24 January 2023

TITLE	Introduction of Pay and Display Parking in District Car Parks	
Ward(s)	Avonmouth & Lawrence Weston, Brislington West, Eastville, Frome Vale, Hartcliffe & Withywood, Henbury & Brentry, Lawrence Hill, St George West, Stockwood, Westbury-on-Trym & Henleaze	
Author: Dominic Hitchcock	Job title: Infrastructure Manager	
Cabinet lead: Cllr Alexander, Cabinet Member for Transport.	Executive Director lead: Stephen Peacock, Executive Director, Growth & Regeneration.	
Proposal origin: BCC Staff		
Decision maker: Cabinet Member Decision forum: Cabinet		
Purpose of Report: 1. To seek approval to introduce Pay and Display parking at 10 District Car Parks (currently free parking).		
Evidence Base: <ol style="list-style-type: none"> 1. Parking Services operate 16 Free District Car Parks. These car parks are located outside of central areas, serving local communities with free car parking in close proximity to local shops and amenities. In the District Car Parks, parking is currently restricted to a maximum three-hour period between Monday and Saturday 8.00 AM to 6.00 PM with no return within three hours. 2. In early 2020, 8 additional District Car Parks were converted to Pay & Display Car Parks. These District Car Parks are located in or near Resident Parking Scheme (RPS) areas, with the operating hours & charges brought in to mirror the RPS on street charges. 3. Parking Services have undertaken a survey of all the Free District Car Parks, to determine if it would be desirable to introduce Pay and Display charges. The purpose of the exercise was to determine whether the existing time limited restrictions in the Car Parks were effectively managing demand & delivering key aspects of the parking strategy, deterring long stay car parking in these locations. 4. Occupancy levels at 4 of the Free District Car Parks were low, and therefore Parking Services believe there's no material benefit in changing the restrictions at these Car Parks. Another 2 Free District Car Parks have not been considered as 1 is currently being used for launchpad modular housing units and the other has been sold for development. 5. Parking Services propose to sell the 4 car parks with low occupancy as demand for parking is low and as the only potential remaining free car parks, will operate at a cost to the service for the continued maintenance & upkeep. <ul style="list-style-type: none"> ➤ Clayton St – Avonmouth & Lawrence Weston ➤ Harden Rd – Stockwood ➤ Queens Rd – Hartcliffe & Withywood ➤ Ridingleaze – Avonmouth & Lawrence Weston 6. Parking Services receive frequent complaints about Clayton Street Car Park, with regards to persistent anti-social behaviour. Fly-tipping is also prevalent throughout the car park resulting in frequent action from the waste team to remove it. There has been an increase in both neighbourhood & civil enforcement visits to no 		

avail. Parking Services propose to close the car park in the short term, in a bid to stop the anti-social behaviour. This will be in the form of fencing/barriers across the entrance to prevent access.

7. The occupancy levels at 10 of the other Free District Car Parks are relatively high so there is a reasonable degree of confidence that the introduction of Pay and Display in the following Car Parks will enable improved Car Park management by making enforcement processes more efficient, discouraging all day parking, maximising the use of space and ensuring effective turnover of spaces to support the local economy.

- Beechwood Rd – Frome Vale
- Callington Rd – Brislington West
- Chalks Rd – St George West
- Derby St – St George West
- Ducie Rd – Lawrence Hill
- Machin Rd – Henbury & Brentry
- Repton Rd – Brislington West
- Stoke View Rd - Eastville
- Waverley Rd – Avonmouth & Lawrence Weston
- Westbury Hill – Westbury-on-Trym & Henleaze

8. There will be no charge or time limit for Blue Badge holders within these the Car Parks (this policy applies for all Car Parks, except the Multi Storey Car Parks).

9. District Car Park parking permits are currently available at a cost of £250 including VAT per year in the RPS car parks areas. This is based on the RPS hourly rate, which has recently increased. Parking Services propose to offer permits for the Free District Car Parks on the same basis of the RPS areas, which have now increased to £280 including VAT per year.

10. The proposed tariff structure for the 10 Car Parks will be – Monday – Sunday 8AM – 6PM (7 days a week) 4 hours maximum stay, with no return within 2 hours. The proposed charges will be £1 per hour. This will mirror the regime of parking tariffs in general across the City. The other District Car Parks near RPS areas are linked to the operating hours of the RPS and therefore offer a different tariff structure for this reason.

11. It will be necessary to vary the existing Traffic Regulation Order to include the proposed Car Parks with charges, which will require public consultation. There has not been an informal consultation of this proposal, however, the RPS District Car Park report in 2019 received 15 formal objections in total.

Cabinet Member / Officer Recommendations:

That cabinet:

1. Approve the introduction of Pay and Display Parking in District Car Parks laid out in this report and Appendix A.
2. Approve the temporary closure of Clayton St Car Park and the sale of the 4 underused car parks mentioned in the report.
3. Authorise the Executive Director Growth and Regeneration in consultation with the Cabinet Member for Transport, to undertake the necessary statutory procedures to implement these changes as outlined in this report and in Appendix A.
4. Authorise the Director Economy of Place to consider any TRO objection report and decide whether the existing Traffic Regulation Order should be varied to include the car parks proposed in this report .

Corporate Strategy alignment:

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 is an important tool in the promotion of leisure and retail economies as it maximises the

turnover of spaces, whilst pricing strategies for longer stays encourage greater use of public transport, walking and cycling.

2. Pricing strategies that promote a turnover in spaces also improve access for those who rely on the private car such as Blue Badge holders, who will continue to be able to park for free.

Consultation Details:

1. If approval is granted, Parking Services will instruct the TRO team to initiate the process to change the TRO, including a full public consultation. Comments are then collated, with an objection report provided, before a final decision can be made that takes all comments and objections into consideration.
2. Lead in times from instructing the TRO Team to advertising is estimated at 4 -6 months. An objection report is then written which is estimated to take 1 month, and the order can then be sealed if the decision is to progress, taking the objections into consideration.
3. If January cabinet approves this report, implementation is anticipated in the Autumn of 2023.

Background Documents: <https://www.bristol.gov.uk/council-and-mayor/policies-plans-and-strategies/bristol-transport-strategy>

Revenue Cost	£80,000	Source of Revenue Funding	Parking Services General Car Parks Budget. Anticipated that income will cover set up costs.
Capital Cost	£0.00	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:

1. Finance Advice:

- a. This report is seeking approval for a policy-based change to introduce Pay and Display parking fees in ten District car parks which are currently free.
- b. There are four District car parks with extremely low occupancy, which the service proposes to sell, and two other car parks are outside of scope.
- c. This amendment will standardise many of the parking charges and allows for behavioural changes in travelling. The amendments can be seen in appendix A.
- d. The estimated set-up costs to introduce Pay and Display parking at the ten sites is £0.080m and includes costs for the P&D machines, installation, signage and Traffic Regulation Order costs.
- e. These set-up cost will be covered by the estimated annual income of £0.400m. Income is based on average daily occupancy levels following a survey count of occupancy and allowing for an attrition rate of 25%.
- f. Due to long lead-in times, the operation of the pay and display car parks is not expected until Autumn 2023, which will result in six months of revenue income £0.200m, this will still cover the set-up costs.
- g. 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, even allowing for attrition.
- h. Any additional costs implications are expected to be met from the Highways and Traffic Management Service revenue budget.

Finance Business Partner: Kayode Olagundoye, Interim Finance Business Partner, Growth and Regeneration – 05.01.2023

2. Legal Advice: Changes to the TRO requires public consultation and this should occur when proposals are at a formative stage, give sufficient reasons for any proposal to permit intelligent consideration and allow adequate time for consideration and response. The consultation responses must be conscientiously taken into account in finalising the decision. There must be clear evidence that the decision maker has considered the consultation responses, or a summary of them, before making their decision on the proposed variation.

Legal Team Leader: Joanne Mansfield 6 th December 2022		
3. Implications on IT: I can see no implications on IT in regard to this activity.		
IT Team Leader: Alex Simpson – Senior Solution Architect 18 November 2022		
4. HR Advice: There are no HR implications evident		
HR Partner: Celia Williams, HR Business Partner – Growth and Regeneration 12 th December 2022		
EDM Sign-off	Stephen Peacock, Executive Director Growth and Regeneration	9 November 2022
Cabinet Member sign-off	Cllr Alexander, Cabinet Member for Transport	17 November 2022
For Key Decisions - Mayor's Office sign-off	Mayor's Office	19 December 2022

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	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