Aelod Portffolio Priffyrdd

Man Cyfarfod

Dyddiad y Cyfarfod
Dydd Mawrth, 14 Tachwedd 2017

Amser y Cyfarfod
Amser heb ei nodi

I gael rhagor o wybodaeth cysylltwch â
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Powys
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08/11/17

AGENDA

1.	**GORCHYMYN TRAFFIG MEYSYDD PARCIO**

(Tudalennau 1 - 16)

Mae'r dudalen hon wedi'i gadael yn wag yn fwriadol

CYNGOR SIR *POWYS* COUNTY COUNCIL

PORTFOLIO HOLDER DELEGATED DECISION
by
COUNTY COUNCILLOR LIAM FITZPARTICK
(PORTFOLIO HOLDER FOR HIGHWAYS)
November 2017

REPORT AUTHOR: **Traffic and Travel Manager**

SUBJECT: **Car Park Traffic Order**

REPORT FOR: **Decision**

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1. Summary

1.1 The Medium Term Financial Plan identifies a saving to be made through bringing in additional income from a number of car parks which are currently free to use.

1.2 On the 20 December 2016 Cabinet approved the making of a Traffic Regulation Order to implement charges within 9 currently free car parks. This followed a consultation exercise and the subsequent Portfolio Holder decision being called in by the Place Scrutiny Committee.

1.3 It was proposed that some of the car parks would be pay and display whilst others would be for residents only. At the request of the new Portfolio Holder for Highways a further review has been undertaken on the proposal.

The 9 car parks where changes were proposed are as follows:

Pay and Display

- Ridgebourne, Llandrindod Wells
- Watergate Street, Llanfair Caereinon
- Station Yard, Talgarth
- Station Yard, Sennybridge
- By-pass, Presteigne

Resident Permit Holders Only

- Market Street, Knighton
- Tremont Road, Llandrindod
- Church Place, Llanidloes
- Orchard Street, Brecon

1.4 This report considers the findings of the review of the previous Cabinets decision following additional financial analysis.

2. Proposal

2.1 The previous decision to implement charges did not include the consideration of additional enforcement costs. As it was considered there would be no additional costs as there were no proposals to increase in service costs, ie. additional Civil Enforcement Officer resource. However, the alternative assessment considered in this review, is that each car park in the Council's portfolio requires enforcement and this cost should be attributed to any business case analysis for that car park.

2.2 Based upon the income estimation of £29,406 from the 9 car parks and an additional £2,275 from income from Penalty Charge notices, the total predicted income of the changes is £31,681. Taking into account the apportioned annual enforcement costs which total £31,026 the net income would amount to only £655. This does not take into account any initial capital outlay to procure and install Pay and display machines and any necessary signage.

2.3 Given that the net income prediction of implementing the charges amounts to only £655 per year it is not considered appropriate to pursue the planned introduction of the Traffic Order and subsequent charges there on. It is therefore proposed not to progress the decision made by Cabinet on the 20th December 2016.

2.4 The previous decision included for the sale of a residents parking permit to be used within the identified P+D car parks for residents living within an inclusion zone near to the car park. This residents parking permit would be at the same cost of the on street residents permits (£65 per year) and therefore offer a significant saving over a standard annual permit available for use in any long stay car park at £370 per year. This proposal was then going to be offered at existing long stay car parks where nearby residents do not have the availability of off or on street parking. Since this option will now not be offered within the new car parks, it is therefore the proposal to not proceed to offer this to the existing long stay car parks.

2.5 If the proposal in 2.3 is supported there will remain a number of Council maintained car parks/parking areas that are free to use without any restriction or control. Some are a town's main car parks such as Station Yard Talgarth whilst others provide a small number of spaces for predominantly for residents within a specific area. Whilst these car parks do not provide any income from vehicles using these car parks the Council is still required to ensure they are adequately maintained so they do not give rise to liability claims. It is considered that a further

review should be undertaken on these car parks to determine how best these are managed or operated in the future to reduce the liability on the Authority.

3. Options Considered / Available

3.1 **Option 1** – to implement the charges within the 9 car parks. This would introduce control over the use of the car parks however there is only a small anticipated net income of £655. There has been significant community concern against the charges and this is considered a significant disadvantage when comparing it with the low net income to be generated.

3.2 **Option 2** – Not to progress the implementation of charges within the 9 car parks and not to progress the decision to roll out residents permits to become available within existing long stay car parks. The savings target outlined in the MTFS would be achieved as the current car park income is predicting to achieve a greater sum than budgeted and therefore should cover the savings requirement within the MTFS.

4. Preferred Choice and Reasons

4.1 It is preferred to implement Option 2 since there is little financial benefit in making the introduction of the unpopular charges within the 9 identified car parks.

5. Impact Assessment

5.1 Is an impact assessment required? Yes

5.2 If yes is it attached? Yes

6. Corporate Improvement Plan

6.1 The £30k saving identified in the MTFS will not be achieved by not implementing the previous Cabinet decision. However only £655 is predicted to be achieved by implementing the Order.

7. Local Member(s)

7.1 Comments from Local Members has not been sought since the status quo will be maintained by not implementing the Traffic Order as previously planned.

8. Other Front Line Services

Does the recommendation impact on other services run by the Council or on behalf of the Council? No

If so please provide their comments

9. Communications

Have Communications seen a copy of this report? Yes

Have they made a comment? If Yes insert here.

The report is of public interest and requires use of proactive news release and social media to publicise the decision.

10. <u>Support Services (Legal, Finance, Corporate Property, HR, ICT, Business Services)</u>

10.1 The Highways and Enforcement Solicitor has no comment on the report.

10.2 The Finance Business Partner for Places notes the content of report, there was an MTFS saving of £30k brought forward from 15/16 for introducing permit charging on council owned car parks where parking is currently free. However this has been achieved through increased usage and less displacement than original anticipated when existing car parking prices where increased.

The costing included within the review include for the full cost recovery position, however it should be noted that that the current cost of the enforcement establishment is fully funded and if the additional enforcement requirements could be carried out by the existing establishment the financial benefit could be greater.

Although we have delivered this saving through existing car parking fees, if we did implement this new scheme the additional income would contribute to 2018/19 savings targets of £175k.

11. <u>Scrutiny</u>

Has this report been scrutinised? No

If Yes what version or date of report has been scrutinised?
Please insert the comments.
What changes have been made since the date of Scrutiny and explain why Scrutiny recommendations have been accepted or rejected?

12. Statutory Officers

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The Strategic Director Resources (S151 Officer) notes the comments made by finance.

The Solicitor to the Council (Monitoring Officer) has commented as follows: “I note the legal comment and have nothing to add to the report”.

13. Members’ Interests

The Monitoring Officer is not aware of any specific interests that may arise in relation to this report. If the Portfolio Holder has an interest he should declare it, complete the relevant notification form and refer the matter to the cabinet for decision.

Recommendation:	Reason for Recommendation:
1 Not to progress the decision of Cabinet on the 20 December 2016 to make the traffic regulation order to implement control and charges within the 9 identified car parks.	**1. The result of the further financial review indicating the marginal cost benefit of the changes and having regard to the representations made during the initial consultation period of the proposed TRO’s.**
2 Not to progress the decision to roll out residents permits to become available within existing long stay car parks	**2. To maintain existing arrangements**
3 To undertake a review of all non pay and display car park assets to determine how best these are managed in the future.	**3. Ensure Authority is making best use of property and reviews existing liabilities**

Relevant Policy (ies):			
Within Policy:	**Yes**	**Within Budget:**	**Yes**

Relevant Local Member(s):	**Cllr D Meredith** **Cllr Edwin Roderick** **Cllr Peter Roberts** **Cllr Gary Price** **Cllr Gareth Jones**

	Cllr William Powell **Cllr Beverly Baynham** **Cllr Ange Williams** **Cllr Gareth Morgan**

Person(s) To Implement Decision:	**Tony Caine**
Date By When Decision To Be Implemented:	Immediate upon decision being made.

Contact Officer:	Tony Caine
Tel:	01597 826652
Email:	tony.caine@powys.gov.uk

Background Papers used to prepare Report:

Cabinet 20th December 2017 report 'Car Park Traffic Order 2016' and minutes

Cyngor Sir Powys County Council
Impact Assessment (IA)
The integrated approach to support effective decision making

Powys

This Impact Assessment (IA) toolkit incorporating Welsh Language, Equalities, Well-being of Future Generations Act, Sustainable Development Principles, Communication and Engagement, Safeguarding, Corporate Parenting, Community Cohesion and Risk Management supporting effective decision making and ensuring compliance with respective legislation. **Please read the accompanying guidance before completing the form.**

Service Area	HTR	Head of Service	Nigel Brinn	Strategic Director	Paul Griffiths	Portfolio Holder	Liam Fitzpatrick
Policy / Change Objective / Budget Saving	Introduce charging in public car parks that are currently free to use.						
Outline Summary							
The Medium Term Financial Strategy 2015-18 placed a requirement to introduce permit charging on identified Council owned parking areas where parking is currently free. This was not achieved during 2015-16 and has thus been rolled forward to 2016-17. Cabinet on the 20 December 2016 approved the making of a Traffic Order following consultations to introduce charges within 9 car parks. However following the elections in May 2017 and the formation of a new Cabinet an alternative financial review of the proposal was undertaken. This revision is therefore to propose not implementing the previous Cabinet's decision and not introduce the charges at this time.							

1. Version Control (services should consider the impact assessment early in the development process and continually evaluate)

Version	Author	Job Title	Date
1	Tony Caine	Traffic and Travel Manager	30/08/2017

2. How does your policy / change objective / budget saving impact on the council's strategic vision?

Council Priority	How does the policy / change objective impact on this priority?	Inherent Judgement Please select from drop down box below	What will be done to better contribute to positive or mitigate any negative impacts?	Residual Judgement (after mitigation) Please select from drop down box below	Source of Outline Evidence to support judgement
Services delivered for less	This would maintain existing arrangements	Neutral		Choose an item.	
Supporting people in the community	Residents and visitors using the identified car parks would continue to utilise them for free	Good		Choose an item.	

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Council Priority	How does the policy / change objective impact on this priority?	Inherent Judgement Please select from drop down box below	What will be done to better contribute to positive or mitigate any negative impacts?	Residual Judgement (after mitigation) Please select from drop down box below	Source of Outline Evidence to support judgement
Developing the economy	Whilst charging could potentially lead to reduction in the number of visitors maintain their free status would not have any impact upon existing situation.	Neutral		Choose an item.	
Learning	No impact	Neutral		Choose an item.	

3. How does your policy / change objective / budget saving impact on the Welsh Assembly's well-being goals?

Well-being Goal	How does the policy / change objective contribute this goal?	Inherent Judgement Please select from drop down box below	What will be done to better contribute to positive or mitigate any negative impacts?	Residual Judgement (after mitigation) Please select from drop down box below	Source of Outline Evidence to support judgement
A prosperous Wales: An innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work.	Whilst introducing charges could potentially result in some users considering more sustainable modes of transport and encourage active travel for short journeys as opposed to making the journey by car, maintain their free status may have a negative impact upon this. However since charges would impact greater on those of low income and may affect people's choice in entering employment within the affected towns maintaining them as free car parks would not impact upon this.	Neutral		Choose an item.	
A resilient Wales: A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change).	No impact	Neutral		Choose an item.	
A healthier Wales: A society in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.	Introducing charges may result in some users considering more sustainable modes of transport and encourage active travel for short journeys as opposed to making the journey by car. This may therefore support the objectives of the Active Travel [Wales] Act 2013 to encourage people to leave their cars behind and walk/cycle where suitable to do so. Abandoning the charges will therefore have no change upon this goal over existing arrangements.	Neutral		Choose an item.	

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Well-being Goal	How does the policy / change objective contribute this goal?	Inherent Judgement Please select from drop down box below	What will be done to better contribute to positive or mitigate any negative impacts?	Residual Judgement (after mitigation) Please select from drop down box below	Source of Outline Evidence to support judgement
A Wales of cohesive communities: Attractive, viable, safe and well-connected Communities.	No impact	Neutral		Choose an item.	
A globally responsible Wales: A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being.	Introducing charges may result in some users considering more sustainable modes of transport and encourage active travel for short journeys as opposed to making the journey by car. This could have assisted in reducing carbon emissions reducing our carbon footprint. Reversing the decision to charge will maintain existing levels of usage and thus CO2 emissions would remain the same	Neutral		Choose an item.	
A Wales of vibrant culture and thriving Welsh language: A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts, and sports and recreation.					
Opportunities for persons to use the Welsh language	Signage and P+D machines would be bilingual allowing users to use Welsh. Abandoning the charges will remove this ability since the signs/machine will not be installed.	Poor		Choose an item.	
Treating the Welsh language no less favourable than the English language	No impact	Neutral		Choose an item.	
Opportunities to promote the Welsh language	Signage and P+D machines would be bilingual thus promoting the language. Abandoning the charges will remove this ability since the signs/machine will not be installed.	Poor		Choose an item.	
Welsh Language impact on staff	No impact	Neutral		Choose an item.	
People are encouraged to do sport, art and recreation.	No impact	Neutral		Choose an item.	
A more equal Wales: A society that enables people to fulfil their potential no matter what their background or circumstances (including their socio economic background and circumstances).					

Well-being Goal	How does the policy / change objective contribute this goal?	Inherent Judgement Please select from drop down box below	What will be done to better contribute to positive or mitigate any negative impacts?	Residual Judgement (after mitigation) Please select from drop down box below	Source of Outline Evidence to support judgement
Age	No impact	Neutral		Choose an item.	
Disability	No impact	Neutral		Choose an item.	
Gender reassignment	No impact	Neutral		Choose an item.	
Marriage or civil partnership	No impact	Neutral		Choose an item	
Race	No impact	Neutral		Choose an item.	
Religion or belief	No impact	Neutral		Choose an item	
Sex	No impact	Neutral		Choose an item.	
Sexual Orientation	No impact	Neutral		Choose an item.	
Pregnancy and Maternity	No impact	Neutral		Choose an item.	

4. How does your policy / change objective / budget saving impact on the council's other key guiding principles?

Principle	How does the policy / change objective impact on this principle?	Inherent Judgement Please select from drop down box below	What will be done to better contribute to positive or mitigate any negative impacts?	Residual Judgement (after mitigation) Please select from drop down box below	Source of Outline Evidence to support judgement
Sustainable Development Principle (5 ways of working)					
Long Term: *The importance of balancing short-term needs with the need to safeguard the ability to also meet long-term needs.*	Abandoning the charges may affect the ability to keep the facility fully maintained to a high standard. It will also remove control within the car park limiting how it is utilised.	Poor		Choose an item.	

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Principle	How does the policy / change objective impact on this principle?	Inherent Judgement Please select from drop down box below	What will be done to better contribute to positive or mitigate any negative impacts?	Residual Judgement (after mitigation) Please select from drop down box below	Source of Outline Evidence to support judgement
Collaboration: *Acting in collaboration with any other person (or different parts of the body itself) that could help the body to meet its well-being objectives.*	No impact	Neutral		Choose an item.	
Involvement (including Communication and Engagement): *The importance of involving people with an interest in achieving the well-being goals, and ensuring that those people reflect the diversity of the area which the body serves.*	No impact	Neutral		Choose an item.	
Prevention: *How acting to prevent problems occurring or getting worse may help public bodies meet their objectives.*	The introduction of charges may have increased inconsiderate or illegal parking within the surrounding area and thus have an increased call for enforcement by the Police to take action for obstruction or dangerous parking. Displaced vehicles may have migrated on street in residential areas reducing availability for those residents and their visitors. Abandoning the charges will not see this occurring.	Good		Choose an item.	
Integration: *Considering how the public body's well-being objectives may impact upon each of the well-being goals, on their other objectives, or on the objectives of other public bodies.*	No impact	Neutral		Choose an item.	

Principle	How does the policy / change objective impact on this principle?	Inherent Judgement Please select from drop down box below	What will be done to better contribute to positive or mitigate any negative impacts?	Residual Judgement (after mitigation) Please select from drop down box below	Source of Outline Evidence to support judgement
Preventing Poverty: Prevention, including helping people into work and mitigating the impact of poverty.	The charging may have impacted greater on those of low income and may affect people's choice in entering employment within the affected towns. Abandoning the charges will mean this will not occur	Good	Annual or seasonal permits are available for use in all long stay car parks. These offer substantial discounts to regular users over the daily charges. Additionally residents within a qualifying zone will be able to purchase cheaper residents permits at £65 equating to £1.25 per week.	Neutral	
Safeguarding: Preventing and responding to abuse and neglect of children, young people and adults with health and social care needs who can't protect themselves.	No impact	Neutral		Choose an item.	
Corporate Parenting: Enabling our looked after children to fulfil their potential.	No impact	Neutral		Choose an item.	
Impact on PCC Workforce	No impact	Neutral		Choose an item.	

5. Achievability of Policy / Change Objective / Budget Saving?

Impact on Service / Council	Risk to delivery of Policy / Change Objective / Budget Saving	Inherent Risk
Low	Low	Low

6. What are the risks to service delivery or the council following implementation of this Policy / Change Objective / Budget Saving?

Description of risks
Reduced income and not achieving savings identified in the MTFS

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Judgement (to be included in service risk register)			
Very High Risk	High Risk	Medium Risk	Low Risk
			LOW RISK
Mitigating Actions			**Residual Risk** (after mitigation)

Does the Policy / Change Objective / Budget Saving have potential to impact on another service area?
Potentially, the savings identified within the MTFS will not be met or contributed to. However income predictions show income is exceeding the target and therefore should meet this requirement already from within the service.

7. Overall Summary and Judgement of this Impact Assessment?

Outline Assessment (to be inserted in cabinet report)	Cabinet Report Reference:
Whist the reversal of the decision to implement charges may have some positive and negative aspects it is essentially maintaining the current situation and therefore has no overall impact.	

8. Is there additional evidence to support the Impact Assessment (IA)?

What additional evidence and data has informed the development of your proposal?
none

9. On-going monitoring arrangements?

What arrangements will be put in place to monitor the impact over time?
Monitor car park income
Please state when this Impact Assessment will be reviewed.
12 months after implementation of the decision.

10. Sign Off

Position	Name	Signature	Date

Service Manager:	Tony Caine		26/09/2017
Head of Service:	Nigel Brinn		20/10/2017
Strategic Director:	Paul Griffiths		25/10/2017
Portfolio Holder:	Liam Fitzpatrick		3/11/2017

FORM ENDS