

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

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 Caereinion
- 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. Support Services (Legal, Finance, Corporate Property, HR, ICT, Business Services)

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 were 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. Scrutiny

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

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 |

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

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| Relevant Local Member(s): | Cllr D Meredith Cllr Edwin Roderick Cllr Peter Roberts Cllr Gary Price Cllr Gareth Jones |
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| | Cllr William Powell Cllr Beverly Baynham Cllr Ange Williams Cllr Gareth Morgan |
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| Person(s) To Implement Decision: | Tony Caine |
| Date By When Decision To Be Implemented: | Immediate upon decision being made. |

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| Contact Officer: | Tony Caine |
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Background Papers used to prepare Report:

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