

Review Title: Parking Strategy Review
Overview & Scrutiny Panel: Planning, Transportation, Economy & Sustainability
Panel Chairman: Cllr. Peter Metcalfe
Overview & Scrutiny Project Manager: Mike Carne / David Langman
Supporting Service Officer: Steve Howell, Head of Transportation & Highways

Process for Tracking O&S Recommendations - Guidance note for Executive Members

The enclosed table lists all the recommendations arising from the above Overview & Scrutiny Review. Individual recommendations are referred to the relevant named Executive Members (or whole Executive in the case of a whole Executive referral) as listed in the '**Exec Member**' column of the table. In order to provide the O&S Panel with an Executive response on each recommendation, the named Executive member (or whole Executive) is asked to complete the last 3 columns of the table as follows:

Decision Response

The Executive has the following options:

- **Accept** the Panel's recommendation
- **Reject** the Panel's recommendation
- **Defer** a decision on the recommendation because a response cannot be given at this time. This could be because the recommendation needs to be considered in light of a future Executive decision, imminent legislation, relevant strategy development or budget considerations, etc.

Implementation Date

- For 'Accept' decision responses, give the date that the recommendation will be implemented.
- For 'Defer' decision responses, give the date that the recommendation will be reconsidered.
- For 'Reject' decisions this is not applicable so write n/a

Rationale

Use this space to explain the rationale for your decision response and implementation date. For accepted recommendations, please give details of how they will be implemented.

Parking Strategy Review: Recommendations

Whilst the Panel commends the Council for steps it has taken to manage parking, there were a range of recurring themes and issues raised by the Contributors and the Panel asks that the Executive Member respond to the following recommendations that are designed to support existing or evolving traffic management policies and strategies.

Recommendation	Exec Member	Decision Response	Implementation Date	Rationale
5.2 Strategic Issues				
5.2.1 It is RECOMMENDED that				
5.2.1.1 Action is taken when developing a parking strategy to consider the impacts on the ex Avon sub region and bordering local authorities as a whole in harmony with Government Guidance to avoid wasteful competition between locations and encourage a positive modal shift in travel patterns.	Sir Elgar Jenkins	Accept	Current	As part of the development of the joint LTP2 a joint parking strategy is being prepared that will address cross boundary issues between the ex-Avon authorities and will also recognise the importance of other areas including Somerset and Wiltshire.
5.2.1.2 Employers be strongly encouraged to develop and implement travel plans for their employees that identify the true cost of parking provision (i.e. not just parking charges but the commercial value of the parking space) in the overall cost of travel to work	Sir Elgar Jenkins	Accept	Current	Officers work with employers through the Employer Travel Forum offering assistance in the preparation of travel plans. Officers also work with individual companies Although there are limitations on the amount of time that can be spent in this way. This is also already part of the development control process whereby employers seeking planning permission are directed to prepare travel plans.

5.2.1.3 Consideration is given to the full impact on the local economy of varying parking charges in terms of both the effects of different charging regimes in the City and any variation in these and the wider effects of variations in charging regimes across the district.	Sir Elgar Jenkins	Accepted	Current and when appropriate	Currently officers work closely with Chambers of Commerce and Town Councils to discuss parking matters. When any change in parking charges is being considered consultations will involve Business West/Chambers of Commerce as appropriate.
5.2.1.4 Greater emphasis be placed on supplying suitable public transport of high quality to encourage modal shift rather than relying on the evolution of service routes as a result of increased demand. This may be achieved through a review of subsidies and subsidised services	Sir Elgar Jenkins	Accept	Current	Through the existing quality bus partnership with First a series of showcase bus corridors is being developed and First has announced a major investment in new buses for the area. As part of the preparations for LTP2 a joint major bid is being prepared which focuses on achieving a step change in public transport quality. This will only provide capital investment. In order to be fully effective additional revenue support may be required. Every year a number of the contracts for supported services are re-tendered and this affords an opportunity to assess whether they provide value for money. However the current tender round has shown an average increase in contract price of around 50% compared with the last time this particular batch of contracts was tendered. This indicates that unless additional funding is found for supported services in future, (or when re-tendered organisations come forward which will provide the service at a lower cost,) the trend will be a reduction in service rather than an improvement.
5.2.1.5 Consideration be given to working with a private sector parking provider whose expertise may be employed to better meet	Sir Elgar Jenkins	Defer	Spring 2006	A number of initiatives involving working with private sector companies to improve particular aspects of the parking service are currently under active consideration. For

the parking needs of service users who may be encouraged to stay longer if a different parking regime was introduced				<p>example:</p> <ul style="list-style-type: none"> • Investigating the use of transponder technology for both parking permits and paid for parking • Investigating options for leasing pay-on-foot equipment to speed up the introduction of this form of payment to key car parks.
<p>5.2.1.6 An appropriate contribution from income generated from parking be hypothecated to undertake a full parking survey of Bath & North East Somerset so as to better inform a new parking strategy for the district, the sub region and other bordering areas.</p>	Sir Elgar Jenkins	Reject	n/a	<p>Over the last few years considerable money has been spent in undertaking full surveys of parking across the District. These were used to inform the current parking strategy. As the strategy has been implemented in a sequential manner the surveys for a particular area become out of date. It is considered more appropriate to continue to carry out targeted surveys as and when necessary to back up policy decisions. Income for parking is already pre-allocated otherwise to fund existing services such as highway maintenance and public transport support.</p>
<p>5.3 Park & Ride Enhancements</p> <p>5.3.1 The Panel is fully aware that Park and Ride Sites are nearing or have reached their ceiling capacity and that Officers are actively seeking a new Park and Ride site to the East of the City. However, it is the Panel's strongly held view that a radical approach needs to be taken in respect of park and Ride</p> <p>5.3.2 To this end it is RECOMMENDED that the following enhancements to the whole Park & Ride service be explored</p>				
<p>5.3.2.1 That, in addition to seeking a new site to the East of the City, consideration is given to identifying new park and ride sites in the area to serve the growing parking needs of the City. The panel further recommends that</p>	Sir Elgar Jenkins	Accept	Current	<p>As part of the development of both LTP2 and the Bath Package Major Bid, investigations are being undertaken into to identify potential new sites for Park & Ride along with expansions to the</p>

<p>the Council works in Partnership with neighbouring Authorities, particularly Bristol City Council, South Gloucestershire Council and Wiltshire County Council in order to locate suitable land (possibly outside of this district) which could be used jointly by both Authorities.</p>				<p>existing sites. This includes working with all neighbouring authorities. Examples include supporting a potential Whitchurch P&R to serve Bristol; working with South Gloucestershire Council in developing further park and share sites along the A4174 Ring Road and identifying either one particular site or a series of smaller sites to serve the A36 South corridor to Bath. A new, larger site is also being proposed at Newbridge which will be developed in conjunction with Western Riverside.</p>
<p>5.3.2.2 That the current fare structure be overhauled with serious consideration being given to providing the service without charge so as to make it more attractive to commuters and visitors thus boosting the local economy and reducing traffic congestion in the City Centre.</p>	<p>Sir Elgar Jenkins</p>	<p>Reject</p>	<p>n/a</p>	<p>There is no evidence that the current fare structure is a significant deterrent to drivers choosing to use the park and rides. Of the existing sites Newbridge is currently full by 11.00am most days, Lansdown is often 90% full and Odd Down has seen year on year growth since its opening. If the service was made free it would be necessary to divert money from other areas or increase parking charges.</p> <p>An important issue is that this action would subsidise travel for car users/owners potentially at the expenses of those dependant on public transport. Park and Ride fares are already cheaper than a comparable journey undertaken on public transport and it could be argued that fares should be increased to be in line with public transport and the resultant revenue used to support services for those</p>

				without access to cars. (£1.60 rising to £1.80 with new contract cf £2.60 return comparable journey by public transport)
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5.3.2.3 That urgent consideration be given to expanding the physical capacity of all existing Park & Ride sites	Sir Elgar Jenkins	Yes	Ongoing	A planning application for Lansdown is currently being prepared. Newbridge to follow subject to the Local Plan inquiry. Odd Down to be expanded in next 5 years depending on rate of increase of use.
5.3.2.4 That the opening hours of park and ride sites be extended up to 24 hours to better accommodate the needs of a wider range of user, e.g. early morning or later afternoon/evening commuters, schools, major employers and users and employees of higher/further education institutions and hospitals, and those people who may be using rail services. An extension of opening times may also enable the development of new services, such as <ul style="list-style-type: none"> • Park & Taxi which may be of benefit to shift workers and disabled people who cannot access buses or others who wish to travel to a specific site either away from the City Centre or where parking may be difficult • Park and fly which, in partnership with coach, bus and rail operators, could provide a link service for business people and holidaymakers to Bristol International Airport 	Sir Elgar Jenkins	Defer	Spring 06	These ideas will be further considered in future years but depends on achieving expansion of sites and planning permission for extended hours. Based on evidence of the recent extensions to operating times further extensions in opening hours may well need to be heavily subsidised and require additional investment in security and lighting which would require planning permission and capital expenditure.
5.3.2.5 The inclusion of Park and Ride sites as regular “service route” bus stops to	Sir Elgar Jenkins	Defer	Spring 06	This will be reviewed in conjunction with operators.

provide a greater frequency bus services to a wider variety of destinations				
5.4 Access to On Street Parking				
5.4.1 Many contributors stressed the importance of the provision of controlled, short stay on street parking. Three issues were highlighted.				
1) That uncontrolled on street parking is often monopolised by commuters (e.g. Victoria Park and Keynsham), 2) the occupation of metered pay and display spaces by residents in Residents Parking Zones, 3) a lack of sufficient dedicated spaces near to relevant final destinations for the disabled and other user groups.				
5.4.2 It is RECOMMENDED that consideration be given to the following:				
5.4.2.1 That on street parking in key “honey-pot” locations including Royal Victoria Park is made time limited so as to become short stay only and thus encourage commuters to use park and ride or public transport.	Sir Elgar Jenkins	Defer	Dependent on Cambridge Park and ride opening date	This will be considered in future years but consideration has to be given to ensuring that alternative commuter parking is available through expanding park and ride provision otherwise it would cause knock-on problems on surrounding residential areas
5.4.2.2 That this Panel undertake an in-depth investigation into parking provision for those with specialist needs. Issues to consider would include <ul style="list-style-type: none">• The provision of more disabled parking bays. It is particularly important, particularly in the context of the Disability	Sir Elgar Jenkins	Yes		Welcome the panel's interest in this area.

<p>Discrimination Act, that these are sited in locations that are close to common final destinations for disabled people such as doctors or dental surgeries. Consultation with disabled people about the siting of such spaces should be a priority.</p> <ul style="list-style-type: none"> The provision and effective advertising of dedicated or concessionary parking spaces for specific groups of users of parking services, e.g. Trades-people, the elderly, volunteer workers, carers etc 				
<p>5.4.2.3 That schemes to provide access to relevant facilities for specific users, e.g. families at parks (perhaps through a family parking pass) be examined.</p>	Sir Elgar Jenkins	No	n/a	Impossible to ensure users are a "family" at the time of using the parking space but proposals are being developed for parking to be made more available in Royal Victoria Park.
<p>5.4.2.4 That attention is given to providing safe and secure changing and storage facilities for users of two-wheeled vehicles. Consideration could be given to the conversion disused public conveniences or other disused buildings for this purpose which could be funded, in part at least, through private sector sponsorship.</p>	Sir Elgar Jenkins	Yes	Ongoing	<p>An annual capital budget of £5,000 has been made available over recent years to implement cycle parking.</p> <p>Officers are currently looking at opportunities such as the demolished toilet block on Walcot Street</p> <p>Further consideration will be given to this but capital and revenue budgets will have to be taken into account.</p>
<p>5.4.2.5 That issues raised by contributors and individual panel members around coach</p>	Sir Elgar Jenkins	Yes	ongoing	Currently a report on coach parking is in being prepared for consideration by the

parking in the City Centre and Parking at the Royal United Hospital be topics for future in depth investigation by this Panel				<p>Executive Member.</p> <p>The RUH is currently reviewing its parking strategy and officers are working closely with them.</p>
<p>5.5 Off Street Parking</p> <p>5.5.1 It is RECOMMENDED that</p>				
5.5.1.1 Increased security including greater use of CCTV and "Automatic Numberplate Recognition" be introduced at all car parks.	Sir Elgar Jenkins	Yes	Ongoing	Programme in development with police and councils CCTV team.
5.5.1.2 Pay on Foot/Pay on Exit be implemented so as to increase dwell times and car park security.	Sir Elgar Jenkins	Yes	05/06 Avon Street – dependent on capital programme	<p>Currently investigating the option of leasing equipment which will reduce the initial outlay on costs.</p> <p>Discussions are taking place with the Chamber of Commerce to further this initiative.</p>
5.5.1.3 Consideration be given to the use of variable charges to affect the behaviours of varying parking users at different times.	Sir Elgar Jenkins	Yes	Report June 05	As part of review of parking charges

5.6 Residents Parking

5.6.1 Residents Parking was created to enable residents to park on street close to their homes by displacing commuters and other on street parking users into car-parks, park and ride or an alternative mode of transport. This review has revealed, however, that there is a need to constantly monitor the use of Residents Parking so as to maintain the economic viability of key shopping destinations in the City.

5.6.2 It is RECOMMENDED that greater flexibility be introduced into the Residents Parking Scheme through

<p>5.6.2.1 A review of the Residents Parking Scheme to assess whether it could better address the needs of residents and other highway users, especially those wishing to access local shopping areas.</p>	Sir Elgar Jenkins	Yes	Ongoing	Scheme constantly monitored and specific suggestions considered
<p>5.6.2.2 Greater provision of on street short term metered parking for shoppers and other non residents</p>	Sir Elgar Jenkins	No	n/a	Provision is regularly reviewed but little scope exists to reallocate space given the difficulties residents already experience.
<p>5.6.2.3 Taking enforcement action against residents who park in metered spaces during the day</p>	Sir Elgar Jenkins	Yes	Ongoing	Already actively enforced if spaces are not dual use.
<p>5.6.3 In order to accommodate any increased competition for parking spaces in residents parking zones as a result of the recommendations made above, residents should be permitted to park in any street within their zone</p>	Sir Elgar Jenkins	Yes	April 05	Proposing to alter centre zone to allow use of any street. If this does resolve some issues will reconsider 5.6.2.2

5.7 Enforcement				
5.7.1 It is RECOMMENDED that:				
5.7.1.1 The scope, capacity and effectiveness of the current decriminalised parking strategy particularly outside of the city centre be reviewed	Sir Elgar Jenkins			Parking strategy is being reviewed in conjunction with work on the Joint Local Transport Plan. This will draw together strategies for each of the four authorities in the West of England.
5.7.1.2 Consideration be given to devolving some parking powers, e.g. setting of time limits to Town and Parish Councils so as to enable better local control	Sir Elgar Jenkins	Defer	June 06	Local town and parish councils are already consulted when alterations to parking orders is being considered. The point made will be given further consideration but there are budgetary and operational problems to bear in mind.