

Report to: **West Devon Hub Committee**
Date: **19th April 2016**
Title: **Review of long-term parking scheme**
Portfolio Area: **Car parking service delivery**
Wards Affected: **All in Tavistock and Okehampton**
Relevant Scrutiny Committee:

Urgent Decision: **N** Approval and clearance obtained: **Y**

Date next steps can be taken:
(e.g. referral on of recommendation or implementation of substantive decision)

Author: **Cathy Aubertin** Role: **Operational Manager (Environment Services)**

Contact: **Telephone 01803 861234/ email: Cathy.Aubertin@swdevon.gov.uk**

Recommendations:

1. That the Hub Committee recommends to Council to approve the continuation of the long-stay parking scheme in Okehampton and Tavistock.

1. Executive summary

1.1 The report requests that Members consider the recommendation to maintain the West Devon Off-Street Parking Places Order in respect of long-stay parking fees in Okehampton and in Tavistock. The parking fees were implemented as a 12-month pilot scheme, with a view to support the community desire to increase footfall and encourage visitors and shoppers to the towns to stay for longer.

2. Background

2.1 In 2015, following consultation with the West Devon Car Parking Strategy Group members, a pilot scheme was implemented in Okehampton and Tavistock, which allowed all-day parking in long-

stay car parks for £2 per day. The pilot was monitored in order to establish what the impact would be on the overall budget position for the Council, footfall in the towns, and in customer satisfaction.

- 2.2 Feedback from both customers and stakeholders has been largely positive. Tavistock BID has reported that its members have attributed some sales directly to the fact that customers have had the time to browse.
- 2.3 Appendix 1 shows a comparison of the number of Pay & Display tickets purchased last year, in comparison with those purchased in the previous financial year.
- 2.4 The total level of income received by the Borough Council has increased in comparison with the previous financial year, as can be seen in Appendix 2.
- 2.5 Following the pilot, the West Devon Car Parking Strategy Group met to review and discuss the matter on 22nd March 2016. The group was supportive of the scheme and requested that the Council consider allowing the scheme to continue long-term, albeit with regular reviews to ensure that concerns are monitored and that the Council's income is not adversely affected.

3. Outcomes/outputs

- 3.1 Should the Council resolve to allow the parking scheme to continue, officers will continue to monitor it to ensure that the Council's income is not adversely affected.
- 3.2 Officers will also work with Okehampton and Tavistock business communities in measuring the success of the scheme in respect of footfall in the towns, and review as necessary.
- 3.3 The recommendation for continuance will not negate the ability for individual communities to request that the tariffs be reviewed in their own areas, and local proposals may be considered in the future.
- 3.4 As Members will recall when the scheme was implemented, the Wharf car park was re-designated as a short-stay, rather than long-stay car park in order to address the concerns raised by Meadowlands customers. Views on how successful this has been have been sought from both the Meadowlands User Group and the Wharf, and will be presented verbally to the Committee.
- 3.5 A schedule of all car parks, with details of designation and bays available, is attached at Appendix 3.
- 3.6 Furthermore, in light of concerns raised in respect of St Rumon's School parents being able to park, views of the parents have also been sought and will be presented verbally to the Committee.

Parents are able to park in either Abbey or Brook Street car parks with their permits.

4. Options available and consideration of risk

- 4.1 An alternative to this recommendation would be to revert to the previous Pay & Display charges in long-stay car parks, which would increase the all-day parking fee from £2 to £6.50 in town centre car parks.
- 4.2 Although some concern has been raised by a limited number of customers, there is no evidence to support the concern that parking is now no longer available for customers who arrive in the towns after 10am. Monitoring of this issue has been carried out, and the results are attached at Appendix 4.
- 4.3 As is evidenced from the monitoring, although parking may be fully used in Bedford and Abbey car parks in Tavistock, there is always alternative parking available in Riverside. Riverside was previously the cheaper alternative for long-stay parking; however, this is no longer the case so the use of this car park has fallen slightly.

5. Proposed Way Forward

- 5.1 This recommendation is being proposed as a result of meetings and discussions with Okehampton and Tavistock community members, including Town Councillors, Tavistock BID and the Chambers of Commerce. Both communities are keen to work in partnership with us to encourage more footfall in the town.
- 5.2 Ward Members have been consulted in respect of this proposal in advance of this report.
- 5.3 The proposal to make this amendment to the Off-Street Parking Places Order is in line with the following priorities:
- Community well-being
 - Access to services
 - Towards excellence
 - Customer first
- 5.4 The option to not proceed with the proposed continuation of the scheme would mean that the Off-Street Parking Places Order would need to be amended to revert back to the previous charges. This would cost approximately £1,500 in respect of advertising and printing notices and revised information signs.

6. Implications

Implications	Relevant to proposals Y/N	Details and proposed measures to address

Legal/Governance		<p>The Council has the power to provide off-street parking under the Road Traffic Regulation Act 1984 (as amended).</p> <p>The Council has the power to deal with the provision, management and control of car parks.</p> <p>The Council has the powers to provide this service under the General Powers of Competence in the Localism Act 2011.</p>
Financial		None. The continuation of the scheme will not require any amendment to the Off-Street Parking Places Order.
Risk		None
Comprehensive Impact Assessment Implications		
Equality and Diversity		No implications.
Safeguarding		No implications.
Community Safety, Crime and Disorder		No potential positive or negative impact on crime and disorder reduction.
Health, Safety and Wellbeing		No implications.
Other implications		None.

Supporting Information

Appendices:

Appendix 1 – Pay & Display ticket sales

Appendix 2 – Car park income

Appendix 3 – Car park details

Appendix 4 – Monitoring of available parking bays

Background Papers:

None.

Approval and clearance of report

Process checklist	Completed
Portfolio Holder briefed	Yes/No
SLT Rep briefed	Yes/No

Relevant Exec Director sign off (draft)	Yes/No
Data protection issues considered	Yes/No
If exempt information, public (part 1) report also drafted. (Cabinet/Scrutiny)	Yes/No