

<b>NAME OF COMMITTEE</b>	<b>Community Services</b>
<b>DATE</b>	<b>10<sup>th</sup> September 2013</b>
<b>REPORT TITLE</b>	<b>Operational changes to the Off-Street Parking Places Order</b>
<b>Report of</b>	<b>Street Scene Manager</b>
<b>WARDS AFFECTED</b>	<b>All</b>

**Summary of report:**

This report looks to making operational changes to the Council's Off-Street Parking Places Order.

**Financial implications:**

Approximately £1,500 to advertise and undertake public consultation. This cost can be met from the Car Parks budget.

Additional income will be generated by the proposals but this is impossible to estimate. However, this will be monitored and reported to a future Committee meeting.

**RECOMMENDATIONS:**

It is recommended that this Committee recommend to Council that the following amendments are made to the Council's Off-Street Parking Places Order:

- Add a coach parking fee in Bedford Sawmills car park to the Order of £10 for all day parking and £5 for four hours.
- Reduce the 'grace' period currently afforded to motorists from 10 minutes to five minutes, and the Enforcement Policy to be amended accordingly.
- Add a piece of land in Simmons Road, Okehampton, to the Order to allow effective enforcement to be undertaken, as shown on Appendix 1.
- Add a coach parking fee in Bedford car park to the Order, set at the same rate as for car parking:
 

½ hour	£0.50
1 hour	£1.00
2 hours	£1.80
3 hours	£2.20
4 hours	£3.50
All day	£6.50

- Update the Order appropriately to allow enforcement to be undertaken in respect of motorists who pay for their parking via RingGo, the pay-by-phone facility.

**Officer contact:**

Cathy Aubertin

[Cathy.Aubertin@swdevon.gov.uk](mailto:Cathy.Aubertin@swdevon.gov.uk)

01822 813650

---

**1. BEDFORD SAWMILLS CAR PARK**

- 1.1 Because of the increased use of this car park by coaches it is recommended that a separate coach parking fee be introduced of £10 for all day parking and £5 for four hours parking. Currently coaches pay the car parking fee of only £2, even though each vehicle takes up two or three car parking bays.
- 1.2 A coach parking fee would ensure equity for all motorists using the car park as well as generating some additional income.

**2. 'GRACE' PERIOD**

- 2.1 Currently, when a Civil Enforcement Officer (CEO) comes across a vehicle not displaying a valid Pay & Display ticket or permit, a ten minute grace period is allowed before a Penalty Charge Notice (PCN) is issued.
- 2.2 It is the Car Parking Strategy Group's recommendation that this grace period should be reduced to five minutes, in order that more effective and efficient enforcement may be carried out. The amendment would allow CEOs to move on from each enforcement area more quickly.
- 2.3 In addition, there is anecdotal evidence which suggests that motorists are aware of the current policy and take advantage of it by not purchasing a Pay & Display ticket at all, knowing that they have at least 10 minutes in which to, for example, visit a local shop/ business.
- 2.4 It is anticipated that this proposal would encourage more motorists to purchase Pay & Display tickets and, therefore, some additional income may be generated but this is impossible to quantify.

**3. MILL SITE, MILL ROAD, OKEHAMPTON**

- 3.1 It is recommended that the land shown on Appendix 1, Mill Site, Mill Road, Okehampton, be added to the Off-Street Parking Places Order, so that effective enforcement can be undertaken on the land.
- 3.2 Parking often occurs on the footpath of land in question so the proposal is that parking is permitted by the express permission of the Council only, which will eliminate the ability for motorists to park their vehicle on this land without obtaining permission, and therefore causing an obstruction to cyclists and pedestrians.

- 3.3 Although problems relate only to the footpath on this land, it is considered that it would be prudent, and cost-effective in the future, to add the whole area to the Parking Order so that enforcement may be undertaken if necessary once it is clear how the land will be used in the future.

#### **4. BEDFORD CAR PARK**

- 4.1 It is recommended that a fee be implemented for coach parking in Bedford car park, Tavistock, in order to eliminate the misuse of the current free parking, and that this fee be set at the same rate as for car parking, ie:

- ½ hour           £0.50
- 1 hour           £1.00
- 2 hours          £1.80
- 3 hours          £2.20
- 4 hours          £3.50
- All day          £6.50

- 4.2 Coach parking has always been free in Bedford car park, in order to encourage more visitors to the town. Unfortunately, in recent years, this has resulted in local coach companies parking their vehicles in the car park, possible in between school runs, therefore limiting or eliminating the availability of parking for visitor coaches.

- 4.3 Liaison and discussion with local coach companies results in changes in behaviour, but only for short periods, before the parking is again abused.

- 4.4 A reasonable parking fee would deter local coach drivers from parking their vehicles in the car park and free up space for visitor coaches.

- 4.5 Additional income would be generated from this initiative but, again, it is impossible to estimate the amount.

#### **5. RINGGO**

- 5.1 Although RingGo was implemented in all West Devon Borough Council car parks some time ago, the Parking Order was not updated to reflect this.

- 5.2 In order to effectively enforce any contravention by motorists who have paid for their parking via RingGo, our Off-Street Parking Places Order should be amended to reflect this alternative payment option.

#### **6. LEGAL IMPLICATIONS**

- 6.1 The Council has power to provide off-street parking under the Road Traffic Regulation Act 1984 (as amended).

- 6.2 This Committee has the power to deal with the provision, management and control of car parks.

- 6.3 West Devon Borough Council has legal powers to carry out enforcement both on and off-street under the Devon County Designation Order made under the Traffic Management Act 2004.

#### **7. FINANCIAL IMPLICATIONS**

- 7.1 Making changes to the Off-Street Parking Places Order will cost approximately £1,500. This cost can be met from the Car Parks budget.
- 7.2 Additional income will undoubtedly be generated through the recommendations but it is impossible to quantify this. However, this will be monitored and reported to a future meeting of this Committee.

## 8. RISK MANAGEMENT

- 8.1 The Risk Management implications are shown at the end of this report in the Strategic Risks Template.

## 9. OTHER CONSIDERATIONS

<b>Corporate priorities engaged:</b>	Community well being; access to services; towards excellence; customer first
<b>Considerations of equality and human rights:</b>	Not applicable
<b>Biodiversity considerations:</b>	Not applicable
<b>Sustainability considerations:</b>	Not applicable
<b>Crime and disorder implications:</b>	Not applicable
<b>Background papers:</b>	None
<b>Appendices attached:</b>	Appendix 1 – Simmons Road land

## STRATEGIC RISKS TEMPLATE

No	Risk Title	Risk/Opportunity Description	Inherent risk status				Mitigating & Management actions	Ownership
			Impact of negative outcome	Chance of negative outcome	Risk score and direction of travel			
1.	Motorists object to changes to Off-Street Parking Places Order	Public consultation exercise and advertising of the changes	2	2	4	↓	<p>Motorists will have the opportunity to make their views known through the public consultation exercise.</p> <p>If many objections are received, a further report will be presented to this Committee for Members to consider.</p> <p>Warning notices, rather than PCNs, will be issued following the implementation of any changes to the Parking Order.</p>	C. Aubertin
2.	Ineffective enforcement	If the changes are not implemented, enforcement in respect of the above areas will be ineffective.	3	3	9	↓	<p>If changes to the Parking Order detailed above are implemented, effective enforcement will be key in managing those changes.</p>	C Aubertin

Direction of travel symbols ↓ ↑ ⇄