



Title: **Proposed Business Case for Review of Parking Services**

Public Agenda Item: **Yes**

Wards Affected: **All Wards in Torbay**

To: **Full Council** On: **31 October 2011**

Key Decision: **Yes – Ref. 1003937**

Change to Budget: **Yes** Change to Policy Framework: **No**

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1. What we are trying to achieve and the impact on our customers

1.1 The Council has needed to respond boldly to the Coalition Government's plans and the state of public finances that became evident through the second half of 2010.

As a result of this the Council established the Productivity Improvement Programme (PIP) in October 2010 which aimed to:

- Identify opportunities for improved fees, charging arrangements and proposals for commercial income generation for Torbay Council.
- Gain maximum value from the procurement of the Council's £104m annual non-pay spend – known as the "Procurement Project".
- To establish a design for the Council's future way of working – known as the Council Design Project.

1.2 In conjunction with the PIP Project the Council has reviewed the current parking arrangements across Torbay and is proposing additional measures for on and off street car parking services, exploiting the commercial opportunities within the parking service, and the improved management of parking on the highway, including the efficient turn over of limited on street parking areas.

1.3 As part of this process the Council's Transport Working Party have undertaken extensive consultation with those affected.

2. Recommendation(s) for decision

- 2.1 That, subject to consideration of the feedback from the Preston Community Partnership raised on 27 October (as set out in the Supplementary Document – to follow), the recommendations of the Transport Working Party in respect of the outcome of the Parking Review identified in paragraph 3.2 to the submitted report be noted.
- 2.2 That the Mayor be recommended to authorise the advertisement of Orders introducing paying parking places (parking meters) on highways as identified in Appendix 2 to the submitted report.
- 2.3 That the Mayor be recommended to authorise the Commissioner for Place and Environment, in consultation with the Executive Lead for Safer Communities and Transport, to consider any objections received and approve or reject the making of any such Orders.
- 2.4 That, in the event that the Orders referred to in 2.3 above are made and are implemented, the Council's Capital Plan be amended to include up to £369,000 for the investment in new on-street car parking meters and that this is funded from prudential borrowing, financed over a 10 year period from additional revenue provision of £47,000 per annum.

3. Key points and reasons for recommendations

- 3.1 The overall PIP programme was established to help the Council identify significant savings and meet the financial challenges that are set to impact us over the next 4 years.
- 3.2 The original project team worked in partnership with PricewaterhouseCoopers (PWC) to develop a Parking business case. This original business case was completed in April. Subsequently Council officers and the Transport Working Party reviewed the original business case, consulting widely with local traders and community partnerships to develop a more robust and acceptable set of proposals. This new business case is now completed and is included in this report as Appendix 1.

The Parking Review revised Business Case contains the following proposals (for more details please see Appendix 1, and Appendix 2 specifically for on street parking meter recommendations):

- Clamp persistent PCN evaders who do not pay their fines.
- Rent space to car washing and valeting services in car parks.
- Increase the cost of parking permits for off street car parks by 10%.
- Review seasonal tariffs in relation to non seasonal tariff rates (being developed separately in conjunction with the 2012/13 budget setting process).
- Use mobile enforcement vehicles to enforce illegal parking at schools/bus stops and where necessary to improve safety.
- Offer parking management solutions to private car park operators.
- Differentiate off street parking charges related to location (being developed separately in conjunction with the 2012/13 budget setting process).
- Review options on provision of parking charges for disabled permit holders and charge a nominal administration fee for permits.
- Charge skip providers the on street parking charges as well as the skip

- licence where located on chargeable spaces .
 - Introduce more on-street parking areas (as proposed in Appendix 2).
 - Review management options of on-street and off-street motorbike parking areas.
 - Provide additional commercial advertising hoarding space in car parks.
 - Pay on exit options for multi storey car parks.
- 3.3 The business case did not include details on the levels of Prudential Borrowing because it was unclear at the time of development as to how the Council wished to fund this opportunity. The details of the Prudential Borrowing for the proposed business case is as follows:
- The investment required is £369,000. This will equate to a revenue cost of £47,000 per annum (Principal and Interest) per annum if borrowed over a 10 year period. This period equates to the expected life of the machines installed.
- 3.4 In order to proceed with the proposals, the Council needs to agree to Prudentially Borrow as outlined in section 3.3 in support of the recommendations of this Parking Review.

For more detailed information on this proposal please refer to the supporting information attached.

Sue Cheriton - Executive Head Residents and Visitors Services

Supporting information

A1. Introduction and history

- A1.1 The Council needs to respond boldly to the Coalition Government's plans and the state of public finances that became evident through the second half of 2010. As a result of this the Council established the Productivity Improvement Programme (PIP) in October 2010. PIP included the following three projects: 1. Torbay Council Design (currently on hold); 2. Procurement; and 3 Revenue Income and other associated efficiency programmes.
- A1.2 A collaborative approach was used to identify and develop income generating opportunities working closely with lead officers from across the Council. As a result of the initial proposals the Transport Working Party considered that further review and consultation on the proposals would be required before presenting its recommendations to Council.
- A1.3 An initial open Public Meeting of the Transport Working Party was held on 5th September to consider the proposals included in the parking opportunities originally included within the PIP Project. Following the meeting further consultations took place with town traders, local groups and Community Partnerships in the areas affected specifically by the introduction of more parking meters.
- A1.4 The recommendations in the report reflect the proposals put forward by the Transport Working Party following consultation with the local traders and businesses, community partnerships and other interested parties.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

- A2.1.1 A risk assessment is contained within the business case. Please see Appendix 1 for more details.

A3. Other Options

- A3.1 Not to proceed with the business case.

A4. Summary of resource implications

- A4.1 In order to deliver the business case significant resources will be required from the Business Services Business Unit and the Residents and Visitors Services Business Unit.

A5. What impact will there be on equalities, environmental sustainability and crime and disorder?

- A5.1 An initial overview equality impact assessment (EIA) for the overall PIP project has been completed.

A6. Consultation and Customer Focus

A6.1 Extensive consultation has taken place by officers and members of the Transport Working Party. This process has included an open meeting on 5th September for all interested members of the public to attend including verbal representations from community leaders and businesses. There has also been consultation with a local traders group and the following Community Partnerships:

- Shiphay and the Willows Community Partnership
- Torquay Town Centre Community Partnership
- Torre and Upton Community Partnership
- Preston Community Partnership and Public Meeting
- St Marychurch and District Community Partnership
- Wellswood and Torwood Community Partnership
- Ellacombe Community Partnership
- Paignton Community Partnership

In addition specific location related consultation has taken place with Upton Park Friends Group and Torquay Museum.

Verbal and written declarations from the public have been received including two formal petitions both relating to the on-street parking proposals.

The Transport Working Party has considered all representations received prior to making the recommendations in this report. Expected feedback from the Preston Community Partnership will be circulated before Full Council meets.

A7. Are there any implications for other Business Units?

Commercial Services Business Unit and Procurement will be required to assist with the implementation of this business case.

Appendices

Appendix 1 – Business Case for the Parking Review

Appendix 2 – On Street Pay and Display Parking Area proposals