

**Amendments to the Wiltshire Local Transport Plan (LTP)
2011-2026 – Car Parking Strategy**

Purpose of Report

1. To enable the Environment Select Committee to consider its role in the process to make any amendments to the Wiltshire LTP Car Parking Strategy (e.g. the setting up of a Task Group).

Relevance to the Council's Business Plan

2. The Wiltshire LTP Car Parking Strategy is relevant to the following Business Plan 2017 - 2027 priorities:

Priority: Growing the economy

The car parking strategy can:

- Support the local economy (e.g. by making it easy for shoppers and visitors to park) and facilitate development growth (e.g. by enabling the planned housing and employment growth set out in the Wiltshire Core Strategy to 2026).
- Enhance the built and natural environment (e.g. by reducing the amount of land required for parking and by improving the look of streetscenes through the appropriate enforcement of parking contraventions).
- Manage residents' needs for car parking near their homes (e.g. by introducing residents' parking zones).
- Improve journey time reliability for road users (e.g. by designing and managing on-street parking facilities to reduce traffic conflicts and delays).
- Help fund public transport provision through the income generated on council owned car parks.

Priority: Strong Communities

The car parking strategy can:

- Enable community groups to take over (ownership and/or management) identified off-street car parks in accordance with the Council's Community Asset Transfer (CAT) Policy.
- Enable community groups to run identified car parking services in accordance with the Council's Delegation of Services to Town and Parish Councils and Funding of Delegated Services Policy.
- Make Wiltshire a safer place (e.g. by ensuring that car parks are 'safer by design').
- Encourage the use of sustainable travel modes and reduce reliance on the private car (e.g. by setting parking charges at appropriate levels).

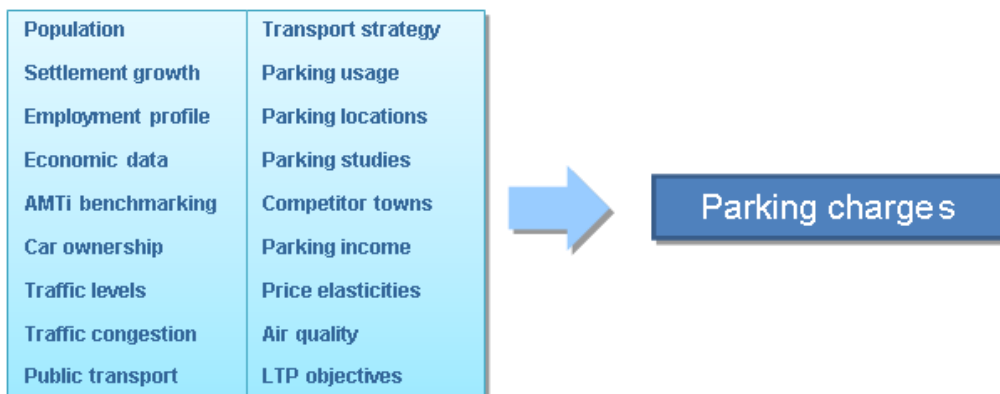
Priority: Protecting the Vulnerable

The car parking strategy can:

- Provide access to key services and facilities for special needs groups and mobility impaired (e.g. by providing appropriate Blue Badge spaces).

Background

3. The current Wiltshire LTP Car Parking Strategy was approved by Cabinet at its meeting on 17 March 2015.
4. This approval came after a comprehensive review of the strategy in 2014 which included a pre-consultation with key stakeholders to agree the method and objectives of the review, followed by a public consultation exercise which attracted over 5,000 responses from individuals and organisations.
5. While there are a number of aspects to car parking management, in essence a balance needs to be found between three key factors:
 - **Regeneration:** using parking measures to support town centre regeneration (e.g. providing more and / or cheaper parking to attract shoppers).
 - **Restraint:** using parking controls as a means of restraining / managing traffic (e.g. to reduce congestion) and improving environmental quality (e.g. air pollution), or to encourage the use of sustainable transport modes (e.g. cycling and buses).
 - **Revenue:** securing sufficient revenue to cover the costs of providing car parking, and using any surplus revenue to fund other important local services (e.g. subsidising non-commercial but essential local bus services).
6. It should be noted that the pursuit of one of these factors alone will potentially result in the other two being compromised.
7. In order to help find the right balance between the above factors, town profiles (based on economic, social and environmental data for each settlement), car park usage data and other relevant data was used to inform the review and included as part of the public consultation exercise. A key outcome of this process was the move to a more 'fine grained' approach to car parking management, and in particular charges, based on the local circumstances of each car park / settlement (see below).



8. A key proposal agreed by Cabinet was that:

“...a full review of parking charges will be undertaken by the Council at approximately five year intervals based on the factors outlined in Policy PS3 [of the Car Parking Strategy] and delegates authority to the Associate Director for Highways and Transport in consultation with the Cabinet Member for Highways and Transport to undertake any necessary annual interim reviews of parking charges at a car park or town level”.

9. Policy PS3 of the Car Parking Strategy includes that “Parking charges will be set by the Council following consultation with the public, stakeholders and Area Boards”.
10. In addition, Cabinet recognised the need for introducing new technologies to better manage car parking and for ongoing studies into various aspects of the parking service. In doing so, Cabinet delegated authority to the Associate Director for Highways and Transport to develop and implement any changes in consultation with the Cabinet Member for Highways and Transport.

Main Considerations for the Council

11. At its meeting on 12 September 2017, Cabinet considered a report on possible car parking charging options for inclusion in a subsequent public consultation exercise. The report also included a number of technology and operational proposals. This report is attached as **Appendix 1**.

Overview and Scrutiny Engagement

12. Overview and scrutiny engagement is the subject of this report.

Safeguarding Considerations

13. There are no direct safeguarding implications arising from the proposal in this report.

Public Health Implications

14. There are no direct public health implications arising from the proposal in this report.

Corporate Procurement Implications

15. There are no direct corporate procurement implications arising from the proposal in this report.

Environmental and Climate Change Considerations

16. There are no direct environmental and climate change considerations arising from the proposal in this report.

Equalities Impact of the Proposal

17. There is no direct equalities impact arising from the proposal in this report. An Equalities Analysis Evidence Document (EAED) will be developed as part of the process to determine any amendments to the LTP Car Parking Strategy.

Risk Assessment

18. There are no direct risks arising from the proposal in this report.

Financial Implications

19. There are no direct financial implications arising from the proposal in this report.

Legal Implications

20. There are no direct legal implications arising from the proposal in this report.

Options Considered

21. The charging options considered are set out in the report to Cabinet at its meeting on 12 September 2017 (see **Appendix 1**).

Conclusions

22. A report on amendments to the Wiltshire LTP Car Parking Strategy was presented to Cabinet at its meeting on 12 September 2017. As part of this report, Cabinet was asked to consider and agree possible car parking charging options for inclusion in a subsequent public consultation exercise.
23. Environment Select Committee is asked to consider its role in the process to make any amendments to the Wiltshire LTP Car Parking Strategy (e.g. the setting up of a Task Group).

Proposal

24. That Environment Select Committee considers its role in the process to make any amendments to the Wiltshire LTP 2011 - 2016 Car Parking Strategy.

Parvis Khansari
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6 September 2017

The following unpublished documents have been relied on in the preparation of this Report:

None

Appendices

Appendix 1: 'Amendments to the Wiltshire Local Transport Plan (LTP) 2011-2026 – Car Parking Strategy' (report presented to Cabinet at its meeting on 12 September 2017).