
DRAFT PARKING STRATEGY 2015 & CABINET RESPONSE TO THE ENVIRONMENTAL SCRUTINY COMMITTEE REPORT TITLED 'PROBLEM & NUISANCE PARKING IN CARDIFF'

Reason for the Report

1. To provide Members with the opportunity to consider the 'Draft Parking Strategy 2015' prior to it being considered at Cabinet on 17 September 2015. A copy of the 'Draft Parking Strategy 2015' has been attached to this report as **Appendix 1**. To support this document the 'Parking and Transportation Operational Policies and Standards 2015' and the 'Equality Impact Assessment' have been attached to this report as **Appendices 2 & 3** respectively.
2. To consider the draft Cabinet response to the recommendations made in the Environmental Scrutiny Committee report titled 'Problem & Nuisance Parking in Cardiff' (November 2013). A copy of the Environmental Scrutiny Committee report titled 'Problem & Nuisance Parking in Cardiff' has been attached to this report as **Appendix 4**. The draft Cabinet response to the Environmental Scrutiny report titled 'Problem & Nuisance Parking in Cardiff' has been attached to this report as **Appendix 5**.

Background – Draft Parking Strategy

3. It is felt that the former Integrated Parking Strategy (2008) no longer reflects the situation in Cardiff. There is also a view that there is a need for an updated single document that presents Cardiff's parking strategy and its accompanying policies in a unified and understandable form, and which supports the aspirations of Cardiff's new Local Development Plan.

4. It is hoped that the new Parking Strategy will form the basis for decisions relating to parking in Cardiff to ensure a consistent approach and clarity of decision making. It is anticipated that the new Parking Strategy will build on the key actions and recommendations from the Environmental Scrutiny Committee task & finish report titled 'Problem & Nuisance Parking in Cardiff' (November 2013).

Issues

5. The supply, location and cost of parking has a major effect on traffic, movement, growth, congestion, efficient public transport services, the local economy and people's health and wellbeing.
6. The location, quantity and cost of parking can have a major influence on travel behaviour. Provision of cheap and accessible parking at or near major travel destinations can stimulate demand for car travel and generate more traffic on the highway network. Greater volumes of traffic can lead to increased congestion which can result in delays to journeys, reduced journey time reliability, less efficient road-based public transport trips and less attractive options for journeys made by active modes. This is why the effective management of parking can make an important contribution to the Council's efforts to increase travel by sustainable modes.
7. In many cases hard choices need to be made, particularly when defining how to allocate on-street parking space for different groups with different needs. It is important that in this context Council policy on how such decisions are made is both transparent and consistent.
8. The Council's 'Draft Parking Strategy' wishes to encourage people to adopt more sustainable means of transport. Long-term city centre parking by commuters will be discouraged and the balance will be realigned to prioritise short-term parking for shoppers and visitors. Blue Badge Holders will be given priority.
9. The Draft Parking Strategy (**Appendix 1**) document comprises sections covering:
 - The Issues and Challenges for Cardiff;
 - A description of its current resources;

- A review of the tools that the Council has to be able to manage parking efficiently;
- How other modes of travel can contribute to managing demand for parking;
- The role of Innovation and Technology in the management of parking demand;
- Consultation on Parking.

10. A technical appendix attached to the draft report (**Appendix 2**) includes:

- The arrangements for monitoring, targets and performance indicators, an action plan relating to the aims and objectives of the strategy, and the policy background that supports the overall approach.
- The parking, traffic management, and signage policies on which the Council relies in applying its strategic parking management.

11. The following provides an outline of the new strategic direction of the document:

a) An Area Based Approach to Parking Management

Following a thorough review of best practice the new strategy proposes an area based approach for delivering parking for a liveable Cardiff. The use of an area based approach for managing parking will ensure that the best and most appropriate solution is chosen, taking into account the key characteristics of individual districts and local centres, and giving thorough consideration of the implications of change.

The proposals include:

- **City Centre** - A clear strategy for handling future changes in pricing of parking which will bring Cardiff in line with other similar cities and favour the local economy through more short stay shopper parking. This is set alongside improving access for blue badge holders, and greater use of public transport and park and ride options by commuters.
- **Residential Parking Areas** - The designation of new 'buffer' areas around the existing Central Parking Zone (CPZ) to protect residents in these areas from overspill of commuter parking from the CPZ, and to support local business located there. A more flexible option to install 75% residents parking schemes will mean an opportunity for greater protection to be available in areas

experiencing the greatest pressure. The approach will be to look at impacts of change on 'clusters' of streets rather than on a street by street approach.

- **Neighbourhood and District Centres** - The approach in these areas will be to support local shopping facilities, and offer improved quality and safety for shoppers, whilst ensuring that residents needs are also supported.

b) Innovation and Technology

Other key measures include a commitment to considering the full range of demand management tools and technological innovations available. New technology can improve the efficiency and ease of use of facilities, and the liveability of neighbourhoods and of Cardiff as a whole city.

It is important that the use of new technology in transport integrates well with the Council's Digital Cardiff Project or any subsequent project to improve digital connectivity, and also with other existing transport technology.

The following are potential interventions which the Council may consider in the future along with other innovations, as they become available.

- **Cashless Parking** - work is already being undertaken to investigate this option.
- **In-car Communications Technology** – a sensor technology pilot scheme is already in place. This has potential for interoperability with cashless parking, and can also be used on the ground by CEOs to support the customer in finding alternative, legal parking options.
- **Demand responsive parking charges** - This 'demand-responsive pricing' encourages drivers to park in lightly used areas and car parks, reducing oversubscription in heavily used locations and readjusting parking patterns in the city.
- **Exploring commercial opportunities** - Alongside the improvements to the infrastructure within Council car parks (e.g. upgrading of pay and display machines as technology improves) the Council will explore opportunities for utilising the parking infrastructure to raise additional commercial revenue. This might for example include the sale of digital advertising space on parking technology or devices that support it. Any surplus generated can potentially be

used to support the ongoing maintenance of car parks and the periodic upgrading of facilities as required.

c) Transforming Civil Enforcement

Civil Parking Enforcement (CEO), and the officers that undertake these duties, have the potential to provide the community with much more than a parking enforcement role. The new strategy includes the vision to develop this service from solely one of enforcement to one of 'ambassador' where CEOs provide help and assistance in addition to their enforcement duties, making a positive contribution to the liveability of Cardiff.

12. Consultation on the proposals contained within the new 'Draft Parking Strategy' has already started. It includes:
 - Member consultation in August 2015;
 - Consultation with the Access Focus Group during summer 2015;
 - It is anticipated that public consultation on the 'Draft Parking Strategy' will commence, subject to approval, after the Cabinet meeting on 17 September 2015. Any public consultation undertaken will last for a period of six weeks;
 - The Draft Parking Strategy will be presented to Environmental Scrutiny Committee in September 2015.

Background – Cabinet response to the Environmental Scrutiny report titled 'Problem & Nuisance Parking in Cardiff'.

13. In July 2013 an Environmental Scrutiny Task and Finish Group concluded an inquiry into 'Problem & Nuisance Parking in Cardiff'. This looked at a range of problem parking types including:
 - Parking on pavements, verges, cycle lanes, bus lanes and near schools;
 - Using the public highway to illegally sell vehicles, and use of mobile advertising displays;
 - Commuter parking in residential areas;
 - Unlicensed or unregistered vehicles.

14. The draft report titled 'Problem & Nuisance Parking in Cardiff' was presented to the Environmental Scrutiny Committee on the 2nd July 2013; it was endorsed and approved by the Committee. The final report was then received by the Cabinet at their meeting on 7 November 2013.

15. The terms of reference for the Inquiry were:

An inquiry titled "Problem & Nuisance Parking in Cardiff" will look at a range of problem parking types and:

- *Consider the diverse car parking problems experienced in Cardiff.*
- *Examine the extent / impact of the problem and the areas most affected.*
- *Examine what work has been undertaken to date in order to try and solve the problem.*
- *Examine the Council approach for addressing parking problems in the city.*

- *Examine if local, national and European legislation can be applied in certain areas to manage parking problems.*
- *Consider how the Council and other parties can raise awareness on parking issues.*
- *Discuss what possible solutions could be used to rectify the situation and then analyse the costs and benefits of those possible solutions.*
- *Discuss the actions that the Council can take to 'future proof' Cardiff against parking and other parking problems, for example, use of effective planning regulations, applying regulations to safeguard key routes.*
- *Consider examples of best practice for dealing with parking issues in other areas.*

The problem & nuisance parking types to be explored in the inquiry are:

- *Parking on pavements, verges, cycle lanes, bus lanes and near schools.*
- *Using the public highway to illegally sell vehicles and use of mobile advertising displays.*
- *Commuter parking in residential areas.*
- *Unlicensed or unregistered vehicles.*

16. Members of the Task & Finish group were:
- Councillor Bob Derbyshire;
 - Councillor Paul Mitchell;
 - Councillor Sarah Merry;
 - Councillor Monica Walsh;
 - Councillor Keith Hyde.
17. The Cabinet has now provided a draft response to the Environmental Scrutiny Committee report titled 'Problem & Nuisance Parking in Cardiff'. From the 17 recommendations made in the report the draft response accepted 9, partially accepted 7 and rejected 1. A copy of the draft Cabinet response to the report has been attached as **Appendix 5**.

Way Forward

18. Councillor Ramesh Patel (Cabinet Member for Transport, Planning & Sustainability) has been invited to attend for this item. He will be supported by officers from the City Operations Directorate.

Legal Implications

19. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters there are no direct legal implications. However, legal implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any legal implications arising from those recommendations. All decisions taken by or on behalf of the Council must (a) be within the legal powers of the Council; (b) comply with any procedural requirement imposed by law; (c) be within the powers of the body or person exercising powers on behalf of the Council; (d) be undertaken in accordance with the procedural requirements imposed by the Council e.g. Scrutiny Procedure Rules; (e) be fully and properly informed; (f) be properly motivated; (g) be taken having regard to the

Council's fiduciary duty to its taxpayers; and (h) be reasonable and proper in all the circumstances.

Financial Implications

20. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters there are no direct financial implications at this stage in relation to any of the work programme. However, financial implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any financial implications arising from those recommendations.

RECOMMENDATIONS

The Committee is recommended to:

- i. Note the contents of the attached reports;
- ii. Consider whether it wishes to make any comments to the Cabinet to take into consideration when it receives the Draft Parking Strategy report and Cabinet response to the 'Problem & Nuisance Parking in Cardiff'.

MARIE ROSENTHAL
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9 September 2015