

APPENDIX 2

Car Parking Scrutiny Review – Recommendations Progress Update

Recommendation	Update	Recommendation Implemented
<p><u>Recommendation 1</u></p> <p>Cabinet approves the following ‘Objectives’ and ‘Principles’ which should provide a guiding framework for any future Car Parking strategy.</p> <p>Proposed Objectives (not listed in any priority)</p> <p>Objective</p> <p>P01 To support the long-term economic viability of the Boroughs shopping and commercial centres.</p> <p>P02 To ensure that the price for car parking is fair and not detrimental to the economic well-being of shopping and commercial centres and there is clear consideration of the cost to users of private car parks provided in the same area.</p> <p>P03 That car park users are provided with convenient alternative methods of payment other than just cash, and that parking tariffs paid for in cash are in readily available coinage.</p> <p>P04 To ensure that parking facilities are accessible and located in such places to meet the needs of users of shops and commercial premises.</p> <p>P05 To provide sufficient numbers of disabled parking spaces in good proximity to shops and services.</p> <p>P06 To ensure adequate numbers of parking spaces are available in areas of demand, particularly for visitors to the Boroughs tourist destinations.</p> <p>P07 To maintain a good quality of life for local residents and</p>	<p>A report was presented by the Car Parking Scrutiny Review Panel to Cabinet on 6th November 2014 [Minute 91 refers]. This report was endorsed by Cabinet and now forms the basis of the Council’s Car Parking Strategy.</p>	<p>Implemented November 2014.</p>

visitors by tackling inappropriate parking and congestion.

P08 Ensure that new development supports the Councils policies and does not make worse any parking issues in areas of high demand.

P09 To ensure that there is adequate taxi, cycle, motorcycle, freight and coach parking provision in areas of demand.

P10 To ensure that car parks are adequately lit, appropriately signed, and that users feel safe and secure, particularly in the evening and in remote locations.

P11 To provide well maintained car parking facilities.

Proposed Principles.

In order that the proposed objectives are obtainable, the Council will:

1. Ensure that parking is included as an important part of any regeneration plans for the Borough.
2. Continue to regularly review car parking charges to ensure that they are appropriate and fair.
3. Cater for short stay use to support daytime and evening commercial activity.
4. Ensure adequate provision of off-street and on-street parking in areas of demand.
5. Work with partner organisations with regards to parking which allows for mutually beneficial outcomes.
6. Look for opportunities to create more parking facilities where there is demand, including mixed use of car parks, such as parking during the day and community use of an evening and weekend.
7. Provide adequate taxi, cycling and motorcycle parking

(inc Taxi ranks) near to commercial centres and visitor sites (Including the provision of cycle hire centres where appropriate)

8. Dispose of car parks, or reduce the size of car parks in areas of low demand, in order to make alternative car parks more sustainable and provide appropriate land development opportunities
9. Maintain the car parks in terms of cleanliness winter gritting and grounds maintenance.
10. Pursue developer contributions under Section 106 agreements to further the Council's policies as well as to improve parking facilities where parking need is expected to increase as a result of proposed development.
11. Review the potential to provide lorry parking and rest facilities in the Borough
12. To adopt the practice set out in the 2004 Traffic Management Act Part 6 which addresses inappropriate parking.
13. Keep under review signage to and from car parks for users to ensure that they are adequate and appropriate.
14. Consider the use of 'Park & Ride' schemes in areas of high demand.
15. Review the potential to provide coach drop off, parking and rest facilities in the Borough.

<p><u>Recommendation 2</u></p> <p>Cabinet should introduce a banding structure for car park pricing tariffs to support the long term viability of Wirral's shopping and commercial centres and to ensure that the price of car parking is fair and not detrimental to the economic wellbeing of shopping and commercial centres. The banding structure should be governed by the objectives outlined and give consideration to;</p> <ul style="list-style-type: none"> - Demand at different areas and/or sites - The economic viability of district & local centres - Existing action plans for the regeneration of district & local centres - Private Contractor prices in the immediate area 	<p>The budget implications were presented at the Cabinet budget meeting on 10th February 2015 [Minute 136 refers]. Cabinet gave consideration to the recommendations set out in the Car Parking Scrutiny Review report and the following resolution was agreed:-</p> <ul style="list-style-type: none"> a. Simplified charges at all Council car parks for a 12 month period April 2015 to March 2016 which includes the removal of the 5p tariff denomination b. A new significantly reduced Pilot Tariff for the following shopper car parks for a 12 month period April 2015 to March 2016 with a review of the impact of these revised charges to be undertaken towards the end of the year and reported to Cabinet. c. We also request officers to progress the testing of new technology such as "Phone to Pay" as highlighted in the Car Parking Scrutiny Review report and carry out further consultation with traders' associations to look at the feasibility of a "Parking Cashback" scheme that allows shoppers to park and have the cost of their parking ticket refunded by participating outlets. 	<p>Implemented April 2015</p>
<p><u>Recommendation 3</u></p> <p>Cabinet should ensure that the new banding structure pricing is set out in convenient denominations (removal of the odd 5p) and that where appropriate; technology should be used to make it easier for users to pay.</p>	<p>As recommendation 2 above</p>	<p>As recommendation 2 above</p>

Recommendation 4

Cabinet is requested to approve the testing of the tariff banding structure model and any associated technological implementation in a controlled pilot or series of controlled pilots. The outcomes from such pilot schemes should influence any model, pricing or implementation of technology and the views of traders and users considered.

As recommendation 2 above

'Parking Cashback Scheme' - Following discussions with the Heswall and District Business Association the details of a 'parking cashback scheme' were agreed and implemented from the start of September 2015. Heswall has been used as a pilot area as their business association has been very proactive at looking at ways to promote business in the Heswall area. Similar schemes could be rolled out to other areas such as Birkenhead, Liscard and West Kirby if found to be successful.

'Cashless Parking' or 'Phone to Pay' - A trial of a 'cashless parking' solution could take place at reasonably short notice, however, there would have to be a mini tender exercise to select a provider. A trial period would have to be of a suitable length of time to obtain any meaningful data. Therefore, in order to be transparent and follow corporate procedure rules a full tender exercise is considered to be the best way forward. The Parking Enforcement Services contract has recently been extended for 1 year, this will allow further efficiency savings to be made by tendering for a new Contract at the same time as tendering for other services such as a 'cashless parking' solution. The introduction of a 'cashless parking' solution will be delayed until a new parking enforcement contractor has been appointed in November 2016 following the full tender process.

As recommendation 2 above

Implemented September 2015

Implementation likely to be late 2016 early 2017.

<p><u>Recommendation 5</u></p> <p>Cabinet should implement Car Park charges in areas of high demand for parking and ensure adequate car parking is provided in such areas. Cabinet should ensure that the development of new Car Parks or the introduction of charging at existing sites does not make any parking issues in areas of high demand worse for residents. Adequate provision of on-street parking in areas of high demand should also be considered. Cabinet should give consideration to the Corporate Plan and related strategies before developing new Car Parks or implementing charges.</p>	<p>No new car parks or parking charges have been implemented since the Car Parking Scrutiny Review Report was endorsed by Cabinet.</p> <p>A proposal to introduce parking charges at Fort Perch Rock Car Park in New Brighton was subsequently dropped following a large on-line petition and a number of other objections.</p>	<p>On-going in line with the recommendation</p>
<p><u>Recommendation 6</u></p> <p>Cabinet should request officers to report on the opportunities for multiple use car parks & contract parking in the Borough. The report should be presented to the Regeneration and Environment Committee no later than July 2015.</p>	<p>No sites have been identified yet</p>	<p>On-going in line with the recommendation</p>
<p><u>Recommendation 7</u></p> <p>Cabinet should request that officers assess and report back on the continued viability of Car Park sites which experience low demand. Where continued viability is not found, Cabinet should seek approval for the sale or leasing of such land. Cabinet should ensure that officers give consideration to the potential requirement for Car Parking in the future based on known regeneration plans before seeking to dispose of the site(s). Officers should only present this report once viability can be fully assessed following implementation of the proposed new strategy and associated recommendations found here. In the panels view at least a full year's data should be considered.</p>	<p>No sites have been identified yet</p>	<p>On-going in line with the recommendation</p>