North Somerset Council

REPORT TO THE EXECUTIVE

DATE OF MEETING: 31 JULY 2012

SUBJECT OF REPORT: OBJECTIONS AND COMMENTS RECEIVED IN RELATION TO PROPOSALS TO INTRODUCE ON-STREET PARKING CHARGES IN WESTON-SUPER-MARE TOWN CENTRE.

TOWN OR PARISH: WESTON-SUPER-MARE

OFFICER/MEMBER PRESENTING: EXECUTIVE MEMBER FOR STRATEGIC PLANNING, HIGHWAYS AND TRANSPORT

KEY DECISION: YES

RECOMMENDATIONS

It is recommended that the Executive:

(a) modify the residents ‘permit A’ to reduce the price by 50% for the first permit purchased per household from £62 to £31 to offer permitted parking on-street from 9-10am and 5-6pm. Each household in the area will be able to buy up to two permits, the first at £31 and a second at the full rate of £62.

(b) introduce ‘permit C’ at a price of £130 to offer long stay parking in Locking Road car park only and permitted parking on-street from 9-10am and 5-6pm.

(c) reduce the cost of trades permits from £10.80 per day to £5 per day (£10 admin fee still applies)

(d) confirm the implementation of the on-street parking charges agreed at the 23 May 2012 Executive Meeting, being 20p for the first 20mins, £1.00 for 1 hour, £1.80 for 1.5 hours and £2.40 for 2 hours.

(e) having reviewed and considered the comments received in connection with the Traffic Regulation Orders (TROs) necessary to implement on-street pay and display parking charges in central Weston-super-Mare, approve the creation of the TROs mentioned above, specifically:

(i) the North Somerset District Council (Various Roads, North Somerset Area) (On-Street Parking Places) Designation Order 2012

(ii) the North Somerset District Council (Various Roads, North Somerset Area) (Waiting and Loading Restrictions and Parking Places) (Consolidation) Order 2009 (Variation) (NO.#) Order 2012

(iii) North Somerset District Council (Various Sites) (Off-Street Parking Places)
1. SUMMARY OF REPORT

1.1 Following the Executive decision made on 23 May 2012 to proceed with the introduction of on-street parking charges in Weston-super-Mare town centre the Council has commenced the statutory consultation for the scheme by advertising several traffic regulation orders (TROs).

1.2 The TROs were advertised on 14th June 2012 and the objection period ended on 13th July. During the objection period 45 letters and emails were received. These are summarised in the report and included in full as an appendix.

1.3 This report discusses the comments received and recommends that the proposals are implemented with reduced charges for residents and trades permits.

2. BACKGROUND

2.1 The background to the proposals was discussed in the 17 April Executive Report, ‘Future approach to car parking including the introduction of on-street charges in Weston-super-Mare town centre’. This was discussed further by the 23 May Executive Report, ‘Reconsideration of the future approach to car parking including the introduction of on-street charges in Weston-super-Mare town centre’.

2.2 The Executive decided on 23 May 2012 that the on-street parking charges approved by the Executive on 17 April 2012 be amended as follows: 20p for the first 20 minutes, £1.00 for up to 1 hour, £1.80 for up to 1.5 hours, and £2.40 for up to 2 hours, with a maximum stay of two hours. These charges were subsequently advertised as part of the statutory consultation.

2.3 The Executive also agreed that, following completion of the statutory consultation, the final decision in relation to the charges to be applied, be approved by the Executive.

3. POLICY

3.1 Parking regulation is a key part of our range of demand management measures for tackling congestion. The supply and management of parking is closely linked with the demand for car use and this in turn affects traffic levels, especially in peak periods and, ultimately, congestion. Chapter 6 of our Joint Local Transport Plan (JLTP3) sets out our policy strategy for parking.

“Parking controls including charges will be structured to support short stay retail, leisure and business trips to the central areas; All day parking will be controlled
in a way to discourage users who could transfer to lower carbon travel choices.”
(JLTP3 section 6.9.11)

3.2. Table 4.2 of the JLTP3 also sets out some of the mitigation measures arising from the Strategic Environmental Assessment. These measures include the use of local parking charges to deter car use in urban areas.

3.3. Increasing turnover of parking in Weston supports the Corporate Plan aim to *Increase Prosperity* and priorities to *increase business confidence* and *deliver major town centre regeneration plans* for Weston. Reducing the amount of circulating traffic looking for parking spaces will help *protect and improve the environment* and achieve our priority to *reduce carbon footprint*. Surplus income would be ring fenced to help *improve transport infrastructure* as set out in the Road Traffic Regulation Act.

4. **DETAILS**

4.1. The council has advertised its intent to make four TROs, the effect of which will be to introduce on-street pay and display parking charges in the centre of Weston-super-Mare. This process forms the statutory consultation for the proposal.

4.2. The council has previously published several press releases about the on-street pay and display parking proposals, and included a full page article in the June 2012 North Somerset Life magazine which is delivered to every home in the district.

4.3. The purpose and objectives of the four TROs are outlined below.

4.4. **Designation Order**

4.4.1. The effect of the Designation Order is to specify how the pay and display scheme will operate, the nature of the charges for parking and for any excess charges, and to define the locations where the charges apply.

4.4.2. The charges are defined as being 20p for the first 20mins, £1.00 for 1 hour, £1.80 for 1.5 hours and £2.40 for 2 hours. The maximum permitted stay is 2 hours. The charges will be effective between 9am and 6pm, Monday to Saturday only.

4.4.3. The Excess Charge payable is £70 but reduced to either £40 or £35 (depending on the specific offence) if paid within seven days.

4.4.4. The Designation Order includes pay and display parking places on Hopkins Street and part of Alma Street which are currently without parking restrictions. All other streets affected by the Order are currently restricted to a one hour maximum stay between 9am and 6pm (Mon-Sat only).

4.4.5. The proposal includes additional parking places on Palmer Street which are facilitated by the proposed change to one-way traffic (see sections 4.5.2.(c) and 4.6).

4.4.6. A full list of streets affected by the Order is included as Appendix A.
4.5. Waiting and Loading Order

4.5.1. The Waiting and Loading Order is required to amend the existing waiting and loading restrictions in central Weston-super-Mare.

4.5.2. The Waiting and Loading Order facilitates the introduction of pay and display by:

(a) removing the existing limited waiting (1 hour maximum stay) parking bays from the existing traffic orders in relation to the streets listed in Appendix A (excluding Hopkins Street and part of Alma Street which do not have time-limited parking bays). These will be replaced by pay and display parking places under the provisions of the proposed Designation Order.

(b) removing unnecessary double yellow lines from outside No. 27-29 Boulevard (Bottelino’s restaurant) to provide one additional parking space.

(c) removing some existing single and double yellow line parking restrictions on Palmer Street which were intended to act as passing places for two-way traffic. These are not required with the proposed one-way system and create an additional 8 parking spaces.

4.5.3. To save legal costs the opportunity has been taken to include within the Waiting and Loading Order some additional changes to the town centre parking restrictions that are not connected to the pay and display parking proposal. The effect of these changes is to:

(a) create an additional taxi-rank on High Street (outside the building formally occupied by TJ Hughes) to operate only on Friday and Saturday nights from 10pm-5am. This is proposed to operate in parallel with pay and display parking between 9am-6pm (Mon-Sat only) at the same location. The adjacent 24hr taxi rank is not affected.

(b) remove the existing parking bay outside the Police Station on Walliscote Road to facilitate the installation of a new bus stop.

(c) create a limited waiting parking place (10 minute maximum stay) outside the new Premier Inn hotel on Carlton Street.

4.6. Palmer Street One-Way Order

4.6.1. The One Way Order proposes to make Palmer Street, Weston-super-Mare a one-way street, with traffic flowing from north to south only.

4.6.2. The one-way street is being proposed to address existing traffic congestion on Palmer Street. However, the proposal enables the removal of some existing parking restrictions which were designed to act as passing spaces allowing two-way traffic. For this reason the proposal has been advertised together with the changes to the parking restrictions and would come into effect at the same time.

4.6.3. In June the residents of Palmer Street, Hopkins Street and Palmer Row were informally consulted regarding the proposal to make Palmer Street a one-way
street. Thirty-six responses were received of which 64% were in favour of that proposal.

4.7. Car Park Order

4.7.1. The Car Park Order makes the related reductions to the tariffs in the Grove Park and Melrose short-stay car parks (see Table 1) and facilitates the introduction of resident permits in Locking Road, Hampton and Madeira car parks.

<table>
<thead>
<tr>
<th>Length of stay</th>
<th>Current Charge</th>
<th>Proposed charge</th>
<th>Reduction</th>
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<tbody>
<tr>
<td>1 hour</td>
<td>£1.10</td>
<td>£1.00</td>
<td>-£0.10</td>
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<tr>
<td>2 hours</td>
<td>£2.20</td>
<td>£2.00</td>
<td>-£0.20</td>
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<tr>
<td>3 hours</td>
<td>£3.20</td>
<td>£3.00</td>
<td>-£0.20</td>
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4.7.2. The opportunity has been taken to make a minor amendment to the Car Park Order for Walliscote Grove Road (East) car park to provide new disabled badge holder parking for the Town Hall.

4.8. Public Consultation

4.8.1. Notices of Intent were advertised on 14th June 2012, in the Weston, Worle & Somerset Mercury and Midweek Mercury, on notices erected at 63 locations around the affected area, and on the Council’s website. The order documents were made available for inspection at Weston-super-Mare Library, the Council’s Somerset House and Castlewood offices and on the NSC website. Copies of the proposed Orders were sent to Avon & Somerset Police and Weston-super-Mare Town Council, and copies of the Notices were sent to many internal and external consultees.

4.8.2. One of the Notices of Intent which appeared in the Weston, Worle & Somerset Mercury was incomplete, and so the Designation Order was re-advertised on 21st June 2012. The Notices in the town centre were replaced and the documents on the website were amended accordingly.

4.8.3. During the objection period the Notices in the town centre were inspected at least once a week and any damaged or missing Notices were replaced.

4.9. Implementation

4.9.1. It is expected that, if approved, the proposals will become operational on 1st October 2012. However, this is subject to the successful completion of civils works, installation of pay and display machines, and back-office systems being operational.

5. OBJECTIONS & COMMENTS RECEIVED

5.1. The objection period for the Waiting and Loading, One Way and Car Park orders ended on 6th July. The Designation Order objection period finished on 13th July.

5.2. None of the comments received have specifically referred to the Waiting and Loading or Car Park orders. However, for the purposes of this report all Orders are being considered together.
5.3. Forty-five emails and letters have been received during the consultation from a total of 40 individuals. There are 1,100 residential addresses within the zone. All emails and letters received are included in full as Appendix B.

5.4 Weston-super-Mare Town Council

5.4.1. A letter has been received from Weston-super-Mare Town Council which makes several comments about the proposals and is included in Appendix B.

5.4.2. The representations made by Weston-super-Mare council are discussed in the table on page 7 of this report.

5.5 Avon & Somerset Police

5.5.1. The Police have confirmed they do not have any objections to the proposals. Their email is included with other correspondence in Appendix B.

5.6 Objections

5.6.1. Twenty-seven emails and letters have been received that specifically object to the proposals, most of which give several reasons. The majority of the comments have been raised by more than one respondent. The comments are listed and discussed in the table on the next page.

5.6.2 One objection included a comment about the Palmer Street one-way proposal. This has been included and discussed with the other comments in the table starting on page 7 of this report.

5.6.3. The comments in the table on the next page are listed in order with the most frequently raised first.
### OBJECTIONS AND RESPONSE

<table>
<thead>
<tr>
<th>Objection</th>
<th>Count</th>
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<tbody>
<tr>
<td>1. Residents will be unfairly penalised, i.e. will be prevented from parking near their homes as they do currently.</td>
<td>15</td>
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<tr>
<td>Most streets within the affected area are already subject to parking restrictions which limit waiting to a one hour maximum stay between 9am and 6pm, Mon-Sat only. Drivers are able to park without restriction outside those hours. It is proposed that pay and display will be introduced throughout the central zone and be effective during the same hours and days of operation as the existing limited waiting restrictions. The scheme increases the maximum stay to a two hour maximum. It is proposed that residents within the affected area will be able to purchase one of two permits, either exempting residents from the first and last hour during the charged period (effectively permitting the same parking duration as current) or – for a further charge – also allowing residents to park in the council's long stay off-street car parks. The effective management of parking that the scheme provides will improve the accessibility to parking spaces and significantly increase the probability of a resident finding a space close to their home during the hours of operation.</td>
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<tr>
<td>2. The proposed resident permits are insufficient, i.e. residents should be able to park 24hrs on-street near their homes.</td>
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<tr>
<td>There is high demand for parking in the town centre from a variety of users and in order to manage this a balance between users has to be struck. Historically overnight parking has been unrestricted from 6pm until 9am and this will not change so residents who don't own a parking space will still be able to use on-street parking near their homes for 15 hours overnight. During the day when shops are open the on-street spaces in the town centre have been prioritised for shoppers and short stay visitors and so most of the spaces within the zone (except for Hopkins Street and part of Alma Street) have restrictions that only allow parking for up to 1 hour during the day from 9am to 6pm (Monday to Saturday) and so all day parking for residents is currently illegal on most streets in the zone. The objective of the proposed scheme is to tackle the widespread abuse of the current restrictions and improve the availability of spaces for shoppers. Introducing all day parking for residents would not be in line with the objectives of the scheme and instead would make many parking spaces unavailable to shoppers during the prime daytime hours. The zone where charges will be applied is quite small, just a 400 metre (approx.) radius around the pedestrianised shopping area and so for residents who own a car but don't own a parking space and need to park during the day, unrestricted spaces beyond the zone are just a short walk away. The Locking Road long stay car park is also nearby for which annual permits will be offered to residents at a discounted rate.</td>
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<td>3. The proposals will be detrimental to businesses as people won't want to pay to park.</td>
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<td>The existing one-hour parking spaces in the town centre are commonly occupied from 9am to 6pm by the same vehicles. Shoppers who try to park in the town centre struggle to find parking spaces, and have been witnessed driving laps of the town centre trying to find a space. This existing situation clearly isn't good for the town centre businesses and must deter people from coming into the town, as well as creating unnecessary traffic movement. The scheme will take around 370 on-street spaces currently occupied for most of the day</td>
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by commuters and make them available to shoppers at a price that for 1 hour will still be cheaper than most privately operated car parks in the town. Bringing more spaces into circulation at a price that is lower than is charged in many of our full car parks, rather than presenting a risk of damage to the local economy, has the potential to help improve footfall and therefore the viability of town centre businesses.

4. The proposed charges are likely to discourage people from visiting Weston-super-Mare.

Please see response to No.3.

5. The proposed charges are too expensive.

The on-street charges have been set to fit with our off-street parking tariff and whilst stays up to 2 hours are possible, the prices are intended to encourage the very short stays which is why 20 minutes costs just 20p and 1 hour only £1. Visitors staying longer than this are more appropriate for off-street car parks and so this is encouraged by the prices which will be reduced to £2 for 2 hours in an off-street car park rather than the £2.40 on-street.

6. The proposals are about the council raising money, not helping the town as claimed.

The proposals are a response to pressure from town centre businesses to improve the availability of on-street parking provision as the limited waiting bays appeared to be abused by residents and commuters who park well beyond the existing one-hour limit. The pay and display charges will allow the council to appoint its own parking attendants to enforce the parking bays.

Revenue from on-street charges and any excess charges received will cover the costs of the scheme installation and operation, and pays for a reduction to the short-stay off-street car parking charges. The business case shows that the overall scheme will approximately break even.

7. The proposals will displace parking to other areas.

Officers have considered the impact on surrounding streets and looked at information from similar schemes but it is not possible to accurately predict how drivers are likely to respond. There is likely to be some displacement where commuters will try to park outside the pay and display zone but this should be offset to some extent by those shoppers who are currently forced to park outside the zone but will soon be able to park much nearer the shops in a pay and display space.

It is recognised that some streets outside the zone are still likely to be affected and so a programme of before and after surveys will monitor the changes. It is then anticipated that further measures may be required and these will be applied following a full review of the scheme after implementation.

8. The council should employ parking attendants without pay and display charges.

The option of maintaining free parking but enforcing waiting restrictions has been investigated but is only possible if the council takes on Civil Parking Enforcement powers for the whole district. There is a significant risk that this would result in an on-going additional cost to the council and therefore put unwelcome pressure on council taxes. The method chosen uses legislation within the Road Traffic Regulation Act that allows councils to enforce parking bays where a payment is required, i.e. using pay and display.
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<th><strong>9. The proposals will reduce property values in the town centre.</strong></th>
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<tr>
<td>One of the main objectives of the scheme is to improve turnover of spaces to help increase footfall and the viability of town centre businesses. The health of the local economy is likely to have a positive influence on the local property market and hopefully balance any perceived downside to the introduction of on-street pay and display charges.</td>
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<tr>
<th><strong>10. Weston is unfairly treated in North Somerset, why isn’t P&amp;D being introduced in Clevedon, Portishead and Nailsea?</strong></th>
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<tr>
<td>These proposals are targeted at Weston-super-Mare town centre as this is the area that seems to suffer most from illegal parking. The council is considering extending the scheme to the other towns within the district and is currently liaising with Clevedon, Nailsea and Portishead Town Councils regarding where and how pay and display charges could be implemented.</td>
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<th><strong>11. The town’s off-street car parks are rarely full. The council should encourage off-street parking via reduced or free charges before charging for on-street parking.</strong></th>
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<tr>
<td>Whilst surveys have shown that many of the car parks do often fill up during the day (except the NCP), this scheme does include a proposal to reduce the prices in council operated short-stay car parks. Only around 290 of the town’s off-street short stay spaces are operated by the council and the other c. 2,000 are operated by the private sector. With the exception of Tesco car park which is free, the other private sector car parks are generally priced either the same or higher than the reduced off-street charges proposed by this scheme. As the off-street car parks are already well used it is expected that the on-street pay and display spaces, being similarly priced, will also attract users.</td>
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<th><strong>12. The residents of Alma St &amp; Hopkins St (currently unrestricted) will be unfairly affected.</strong></th>
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<tbody>
<tr>
<td>The key premise of the scheme is to define a central zone around the town centre where on-street parking should be prioritised for use by shoppers during the day. Both Hopkins Street and Alma Street currently fall within this zone. Leaving unrestricted parking on Hopkins Street and Alma Street (part of) would not fit with the objectives of the scheme and would perpetuate this existing anomaly.</td>
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<th><strong>13. The council should introduce a park and ride scheme to help manage town centre parking rather than introduce pay and display charges.</strong></th>
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<tbody>
<tr>
<td>Much work has already been done looking into the feasibility of building and operating a park and ride service. A possible site has been identified on the airfield but officers have assessed potential demand for the service and found that currently demand is too low to cover the costs of running a park and ride site and the associated bus service. This is partly due to the free and poorly managed on-street parking in the town centre. The introduction of on-street charges might help make a positive business case for a park and ride in future.</td>
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<th><strong>14. The proposed 2hr maximum stay is insufficient.</strong></th>
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<tr>
<td>The on-street charges have been set to fit with our off-street parking tariff and whilst stays up to 2 hours are possible, the prices are intended to encourage the very short stays.</td>
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which is why 20 minutes costs just 20p and 1 hour only £1. Visitors staying longer than this are more appropriate for off-street car parks and so this is encouraged by the prices which will be reduced to £2 for 2 hours in an off-street car park rather than the £2.40 on-street.

15. The directive is against national government policy, i.e. the Mary Portas report.
The council is aware of the recommendations of the Mary Portas report but recognises that Weston is not just a town centre but also a popular tourist destination which places different demands on its parking facilities. One of the main barriers to trade in the town centre from a parking perspective is the current widespread abuse of parking restrictions which are intended to provide a good turn-over of users and therefore visitors to shops and other town centre businesses.

16. The proposals discriminate against those with mobility issues.
The greater availability of parking spaces that effective enforcement will produce will mean that visitors to the town centre will be able to find parking spaces closer to their destination. This will be of benefit to all users, but particularly those with impaired mobility.

17. Object to the proposals but no reasons given.
The objectors have been asked to substantiate their objections but no further information has been received.

18. The proposals will not be properly enforced.
The pay and display charges will allow the council to appoint its own parking attendants to enforce the parking bays.

19. The proposals will increase abuse of double yellow lines and loading bays which cannot be enforced.
It is hoped the presence of Parking Attendants on-street should mitigate this impact and will allow particular hotspots to be identified and targeted with support from the police.

20. The proposed resident permits are too expensive.
The £62 charge for permit A which would allow residents to park from 9-10am and from 5-6pm was set based on £1 per week plus a £10 admin charge. Normally based on a five day week this would cost the user £260 per year (£2 per day).

The charge for Permit B which covered the long stay permitted parking in addition to the on-street exemption from 9-10am and 5-6pm was set based on the existing charging structure for long stay parking which is currently £385 per annum or £260 for senior citizens. The council sells a number of these permits annually and charges are set at competitive rates. Offering long stay parking at the discounted rate of £260 in addition to the on-street exemption seems fair and reasonable.

21. Residents have not been properly consulted.
Information about the proposals was included in the June edition of Life Magazine which was delivered to residents of the affected area and contained details of the proposed scheme, and provided a web address and a contact number for anyone seeking further information.

Residents will be contacted directly before the scheme is implemented to provide details
of all available permits and the application process.

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<tr>
<th>22. The proposals are unfair to shop staff who currently park for free (long-stay car park charges are unaffordable for those on low incomes).</th>
<th>2</th>
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</thead>
<tbody>
<tr>
<td>The objective of the proposed scheme is to tackle the widespread abuse of the current restrictions and improve the availability of spaces for shoppers. All day parking on most of the streets within the zone is currently illegal.</td>
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<tr>
<th>23. Residents are currently exempt from the one-hour time limit and this should continue.</th>
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<tbody>
<tr>
<td>The resident claiming to have a letter from the council giving an exemption to the existing parking restrictions was asked to provide evidence but has not done so. The existing parking restrictions apply to all road users.</td>
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<tr>
<th>24. The running costs of pay and display operations are too expensive and will be a burden to tax payers.</th>
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<tr>
<td>Revenue from on-street charges and any excess charges received has to cover the costs of the scheme installation and operation, and pays for a reduction to the short-stay off-street prices. The business case shows that the overall scheme will approximately break even.</td>
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<tr>
<th>25. Changing Palmer Street to a one-way street will increase instances of speeding and increase congestion on North Street due to the high number of HGV movements.</th>
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<tbody>
<tr>
<td>Changing Palmer Street to a one-way street has been proposed to alleviate the existing congestion that commonly results from traffic being unable to pass due to the bend half-way along the street which affects through visibility and illegally parked vehicles blocking passing places. It is considered that these existing problems on Palmer Street are more serious than any additional problems which may be created on North Street.</td>
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Palmer Street is currently the only two-way street in this area of Weston-super-Mare. Although increased speeds can occur when streets are made one-way there is no evidence from the surrounding streets to suggest that this may be a problem. However, vehicle speeds will be monitored.

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<th>26. The proposed resident permits are too complicated and cannot be understood by elderly residents.</th>
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<tbody>
<tr>
<td>Residents will be contacted directly to explain the available permits and detail the application process.</td>
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<tr>
<th>27. There should be permits for health visitors.</th>
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<tr>
<td>Permits will be made available to certain health visitors, i.e. doctors and district nurses as discussed in the 17 April 2012 Executive report and advertised with the TRO documents. We have asked the local NHS to assist in defining which staff should be eligible for permits. Due to the small size of the charged zone and therefore the limited impact it was decided to wait until after scheme implementation before obtaining permits if deemed necessary.</td>
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Increased enforcement of the short-stay parking restrictions will result in much greater availability of parking in the town centre and – combined with the permits discussed above – will afford far greater accessibility to patients than health visitors experience in the town.
centre currently. The size of the zone is quite small and so many non-emergency health
visitors are likely to continue with the current arrangement they have in place such as by
parking on the edge of town or using off-street car parks.

28. The scheme should not be influenced by the need to support shops in the town centre.
The majority of streets in the town centre have been restricted to benefit businesses since
the early 1970s. The proposal allows the council to enforce parking restrictions.

29. Most shops in the town centre open at 10am and close at 5pm, therefore the operational hours of the scheme are unnecessary and unfair to residents.
Many shops open at 9am (or earlier) and are open until 6pm or later. The proposed
operational hours of pay and display charges are in line with this and with the operational
hours of the existing limited waiting parking restrictions.

30. Residents parking their cars in car parks instead of on-street will have to pay increased insurance costs.
The zone where charges will be applied is quite small, just a 400 metre (approx.) radius
around the pedestrianised shopping area and so for residents who own a car but don’t
own a parking space and need to park during the day, unrestricted spaces beyond the
zone are just a short walk away. Overnight parking for 15 hours every day remains
unrestricted. Take up of the Locking Road long stay car park permit is optional but the
available evidence suggests there would be little if any difference between insurance
costs for vehicles parked overnight on street or in a public car park.

31. The ticket machines are likely to be subject to vandalism, increasing crime in the town centre.
There is a high level of CCTV coverage in the area of Weston where the ticket machines
are to be installed. The machines chosen will have a high level of passive security, i.e.
anti-graffiti finishes, robust structures and mechanisms to prevent other objects being
inserted into the coin slots. Coin boxes will also be regularly emptied.

32. The ticket machines could obstruct footways and reduce footfall.
The ticket machine locations have been planned to minimise obstruction to footways.
They will be located at wide points, adjacent to other existing obstructions, or on footway
extensions where necessary.

33. Works to install the ticket machines will be disruptive to businesses.
The installation of the ticket machines and changes to signs and road markings is a
simple process that will cause minimal disruption to businesses.

34. The proposed trade permits are too expensive and costs will be passed to residents.
The key objective of the scheme is to make more spaces available to shoppers. If trades
are offered low charges they may end up parking all day when this could be avoided by
careful planning of their work to reduce the need to park and therefore the need to pay
charges.
35. The council gives its staff free parking in the town. Staff should be made to pay if everyone else does, and these car parks should be open to the public.

The council issues parking permits to staff, but these are only to be used for work related purposes, i.e. not for use out of working hours or at weekends. Locking Road car park for which the majority of staff permits are issued is already open to the public.

36. The council should be addressing the state of the town centre (i.e. poor facilities and range of shops) before imposing parking charges.

One of the main objectives of the scheme is to improve turnover of spaces to help increase footfall and the viability of town centre businesses. The health of the local economy is paramount to the future of the town centre.

5.7 Support comments

5.8.1 One respondent stated their unequivocal support for the scheme.

5.8.2 One respondent stated their support for the proposals but expressed concerns about displacement of parking to other areas. This comment is included and discussed in the table above.

5.8 General comments

5.9.1 Eleven people have written to make general comments without specifically objecting to or supporting the proposals. Their comments have been included and discussed in the table above.

5.9.2 Five of the emails and letters received were in connection with officer responses to previous correspondence. These have not been counted as individual objections, but the points raised have been counted and considered in the table above.

5.9 Conclusion

5.9.1 In response to the objections received it is proposed that a new residents permit be made available at a reduced rate of £130 (permit C) to offer the 1 hour on-street exemption at the start and end of the day in addition to long stay parking at Locking Road car park only. This charge is 50% lower than ‘permit B’ which will still be available. Options should also be made available to buy both ‘permit B’ and ‘permit C’ for 6 months, 3 months or 1 month to make them more flexible.

5.9.2 The charge for residents ‘permit A’ could be reduced by 50% for the first permit purchased per household to £31. Each household will be able to buy up to two permits, one at £31 and a second at the full rate of £62. Residents will be asked to provide proof of their residency and vehicle ownership to minimise misuse.

5.9.3 Furthermore, the charge for trades permits could be reduced to £5 per day with a £10 admin charge.

5.9.4 Details of the revised charges can be seen in Appendix C.
6. FINANCIAL IMPLICATIONS

6.1 A full discussion of the financial implications of the proposal is included in the 17 April Executive Report, ‘Future approach to car parking including the introduction of on-street charges in Weston-super-Mare town centre’. This was amended by the 23 May Executive Report, ‘Reconsideration of the future approach to car parking including the introduction of on-street charges in Weston-super-Mare town centre’.

6.2 The proposals to reduce residents permit charges are not expected to have a significant impact on the financial case. The reduced charges proposed for resident and tradesman permits may result in a greater number of permits being issued, the income from which will help to offset the effect of lower charges.

6.3 An increased number of residents’ vehicles parked on-street between 9-10am and 5-6pm would reduce the number of spaces available to paying visitors, however these are times when demand for spaces from shoppers should be lower so any reduction in income from the proposals should be slight and would therefore be mostly offset by income from permits issued.

7. EQUALITY IMPLICATIONS

7.1 An Equalities Impact Assessment (EqIA) has been carried out and a number of areas were identified as relevant to the proposals in this report. A summary of the conclusions and mitigating action is as follows:

7.2 Age, Carers and Disability

7.2.1 The council acknowledges the existing parking problems for people with reduced mobility, the registered disabled and carers in central Weston-super-Mare. The proposed introduction of on-street Pay & Display parking charges in Weston-super-Mare town centre is likely to bring significant benefit by increasing the availability of on-street parking spaces during the controlled hours. Blue badge holders will be able to park indefinitely and free of charge in the Pay & Display parking spaces. Permits will be available to health visitors such as doctors, nurses and midwives to ensure those elderly and living with a disability within the on-street charging zone are not disadvantaged.

7.2.2 Elderly people and young families who visit the town may currently have to walk long distances into the centre because the on-street parking spaces are normally full of those who ignore existing restrictions. The proposed scheme should make access to prime spaces more equitable by giving all users the opportunity to park close to their destination for a limited time and at a reasonable cost.

7.3 Location

7.3.1 There could be a perceived unfairness as a result of not charging for parking in other parts of the district. Residents of Weston-super-Mare town centre in particular will be affected by the introduction of on-street parking charges.

7.3.2 The effective management of parking will significantly increase the probability of a resident finding a space close to their home.
7.3.3 The on-street charges will allow a reduction in off-street parking charges, which, combined with greater availability of on-street parking spaces, will result in more managed and fairer parking facilities in Weston-super-Mare. The proposed permits will effectively give residents the opportunity to park for the same duration as is currently permitted in most streets with an additional benefit of reduced rate season ticket prices for long stay car parks.

7.3.4 Whilst there are no recommendations to introduce charges across the district at this stage, it is the first step as part of a future parking strategy that will consider parking issues across the district and other areas that may benefit from the introduction of pay and display both on and off-street.

7.4 Religion and belief

7.4.1 The operating hours for on-street charges in Weston-super-Mare town centre are between 9am and 6pm, Monday to Saturday. These have been chosen to mirror the existing limited waiting restrictions which were established in light of the Sunday trading rules and also allow residents in the zone to park without charge on Sundays. The parameters have not been proposed to benefit any religious group and will be kept under review when the scheme is implemented and may be changed in future to include charges on Sundays if trading rules are relaxed or there is potential for further traffic management and parking management benefits.

7.5 Socio-economic disadvantage

7.5.1 The proposed on-street pay & display parking charges in Weston town centre may affect people on low incomes. The availability of free parking in Weston-super-Mare town centre is already extremely limited due to poor management. The proposed on-street tariff includes a low minimum charge of 20p to make the scheme affordable by all. Season tickets are available to purchase from the council which allow parking in off-street car parks at considerably reduced daily rates. Further mitigation will be provided through the reduction in off-street charges.

7.5.2 This report recommends a reduction in prices for resident and tradesmen permits.

8. CORPORATE IMPLICATIONS

8.1 The management of parking is part of the wider transport strategy set out in JLTP3.

8.2 Development of a parking strategy is also one of the key commitments in the Director's Annual Statement for D&E 2012/13.

9. OPTIONS CONSIDERED

9.1 The purpose of this report is to consider amendments to the 17 May report in light of comments received during the statutory consultation.

AUTHOR
BACKGROUND PAPERS

- 17 April 2012 Executive Report: ‘Future approach to car parking including the introduction of on-street charges in Weston-super-Mare town centre’.
- Joint Local Transport Plan 3
- Minutes of the meeting of the Strategic Planning and Economic Development Policy and Scrutiny Panel, Tuesday 11th October 2011
- Equality Impact Assessment relating to the future approach to car parking including the introduction of on-street charges in Weston-super-Mare town centre.

APPENDICES

Appendix A: List of streets affected by the Designation Order.

Appendix B: Comments received during statutory consultation (14 June – 13 July 2012)

Appendix C: Terms and Conditions of Use of Permit scheme to operate alongside on-street pay and display in Weston town centre
## Appendix A: List of streets affected by the Designation Order

<table>
<thead>
<tr>
<th>General location (Weston-super-Mare town centre area)</th>
<th>The area of highway designated as an on-street parking place</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alexandra Parade</td>
<td>The lengths of road currently defined as limited waiting parking bays</td>
</tr>
<tr>
<td>Alfred Street</td>
<td>The lengths of road currently defined as limited waiting parking bays</td>
</tr>
<tr>
<td>Alma Street</td>
<td>The lengths of road currently defined as limited waiting parking bays and the existing unrestricted length adjacent to No. 18-44 Alma Street.</td>
</tr>
<tr>
<td>Boulevard</td>
<td>The lengths of road currently defined as limited waiting parking bays between Longton Grove Road and Alfred Street only, plus an additional 5 metres adjacent to No. 27-29 Boulevard currently subject to a No Waiting At Any Time restriction.</td>
</tr>
<tr>
<td>Bristol Road Lower</td>
<td>The lengths of road currently defined as limited waiting parking bays</td>
</tr>
<tr>
<td>Burlington Street</td>
<td>The lengths of road currently defined as limited waiting parking bays</td>
</tr>
<tr>
<td>Gloucester Street</td>
<td>The lengths of road currently defined as limited waiting parking bays</td>
</tr>
<tr>
<td>Grove Lane</td>
<td>The lengths of road currently defined as limited waiting parking bays</td>
</tr>
<tr>
<td>Grove Road</td>
<td>The lengths of road currently defined as limited waiting parking bays</td>
</tr>
<tr>
<td>High Street (between Oxford Street and Regent Street)</td>
<td>The lengths of road currently defined as limited waiting parking bays</td>
</tr>
<tr>
<td>High Street (between West Street and Grove Road)</td>
<td>The lengths of road currently defined as limited waiting parking bays</td>
</tr>
</tbody>
</table>
| Hopkins Street                                        | The east side of Hopkins Street as follows:  
|                                                      |   • Adjacent to Nos. 28-32 Hopkins Street.  
|                                                      |   • Adjacent to Nos. 1-6 Jasmine Court.  
|                                                      |   • Adjacent to Nos. 2-22 Hopkins Street. |
| Longton Grove Road                                    | The lengths of road currently defined as limited waiting parking bays between Worthy Place and Waterloo Street only |
| Meadow Street                                         | The lengths of road currently defined as limited waiting parking bays |
| North Street                                          | The lengths of road currently defined as limited waiting parking bays |
| Orchard Place                                         | The lengths of road currently defined as limited waiting parking bays |
| Orchard Street                                        | The lengths of road currently defined as limited waiting parking bays |
| Oxford Street                                         | The lengths of road currently defined as limited waiting parking bays |
| Palmer Street                                         | The west side of Palmer Street as follows:  
|                                                      |   • Adjacent to No. 1 Palmer Street  
|                                                      |   • Adjacent to Nos. 5-9 Palmer Street  
|                                                      |   • Adjacent to Nos. 11-17 Palmer Street  
|                                                      |   • Adjacent to Nos. 19-21 Palmer Street  
|                                                      |   • Adjacent to Nos. 23-41 Palmer Street |
|                                                      | The east side of Palmer Street as follows:  
|                                                      |   • Adjacent to Nos. 2-4 Palmer Street  
|                                                      |   • Adjacent to No. 12 Palmer Street  
|                                                      |   • Adjacent to Nos. 14-16 Palmer Street  
|                                                      |   • Adjacent to Nos. 18-28 Palmer Street  
<p>|                                                      |   • Adjacent to Nos. 30-38 Palmer Street |
| Richmond Street                                       | The lengths of road currently defined as limited waiting parking bays |
| St James Street                                       | The lengths of road currently defined as limited waiting parking bays |
| Victoria Square                                       | The lengths of road currently defined as limited waiting parking bays |</p>
<table>
<thead>
<tr>
<th>Road</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wadham Street</td>
<td>The lengths of road currently defined as limited waiting parking bays</td>
</tr>
<tr>
<td>Walliscote Road</td>
<td>The lengths of road currently defined as limited waiting parking bays</td>
</tr>
<tr>
<td>Waterloo Street</td>
<td>The lengths of road currently defined as limited waiting parking bays</td>
</tr>
<tr>
<td>West Street</td>
<td>The lengths of road currently defined as limited waiting parking bays</td>
</tr>
<tr>
<td>Worthy Place</td>
<td>The lengths of road currently defined as limited waiting parking bays</td>
</tr>
</tbody>
</table>