

BRIDGEND COUNTY BOROUGH COUNCIL

REPORT OF THE CORPORATE DIRECTOR – COMMUNITIES

CABINET

15 MAY 2018

CAR PARKING REVIEW

1. Purpose of Report.

- 1.1 The purpose of the report is to consider management of parking within the Bridgend County Borough and options and strategies going forward.

2. Connection to Corporate Improvement Objectives / Other Corporate Priorities.

- 2.1 The effective management of parking contributes to the Council's priority theme of 'Supporting a Successful Economy' as it plays a major contributing role in our towns and businesses generating wealth, providing jobs, attracting investment, improving skills, creating successful town centres and encouraging visitors.
- 2.2 Effective policies and strategies can contribute to the Priority Two Strategy Theme of "Helping people to be more self-reliant" as efficient parking management helps disadvantaged groups within communities and significantly promotes access for all, especially in relation to older people, disabled people and children.

3. Background.

- 3.1 As of the date of this report the Council are responsible for 28 off-street car parks of which 10 are run as pay and display car parks with 3 of those being short stay, 2 short and long stay and 5 being long stay. The remaining car parks do not charge for parking due to either covenants or the nature of the car park within the community.
- 3.2 Over successive years Bridgend County Borough Council (BCBC) have received many requests for residential parking control but due to issues associated with enforcement and cost, BCBC have been unable to accede and implement such requests. However, on 1st April 2014 a report was presented to Cabinet by the Corporate Director – Communities with recommendations of a strategy for the introduction of residents permit parking within Bridgend County Borough.
- 3.3 As a result of that report it was considered that there was a need to undertake a review of parking management. In 2014 the council commissioned a review of public car parks as well as the council's staff/elected member car parking scheme, with the outcome being sought of appropriate management for all users. However, due to factors at that time including the Rhiw development, Ravens Court staff moves, and the closure of the Sunnyside office building, both the Residents Permit Strategy and parking review outcomes were deferred.
- 3.4 In terms of off-street parking management it is also the case that the current tariff structure of the Council's off street car parks has not been changed since 2007.

3.5 Given that the Rhiw car park has been returned to use following re-development of the site, it is considered appropriate to re-institute the parking management review with the inclusion of a number of other issues that have been brought to the Council's attention since that time.

3.6 The report therefore considers the following issues:

- Current tariffs for all the Council's Pay and Display Parking and Staff Parking
- Residents Parking in Bridgend Town
- Limited Waiting Parking for on Street Parking, Porthcawl
- Possibility of user payment in other car parks within the County Borough
- Provision of Electrical Charging points in the Rhiw Car park
- Methods of payment for existing pay and display machines
- Welsh Language Act compliance for Pay and Display machines
- Charging for dispensation permits for Contractors in Bridgend Town Centre
- Security- Opening and locking of car parks and callout
- Community Asset transfer of car parks
- Structural resilience of all Bridgend car parks

4. Current situation / proposal.

4.1 Current tariffs for all the Council's Pay and Display Parking and Staff Parking

4.1.1 Redstart review of data first collated in 2014 has been undertaken and updated proposals have been derived for the following key objectives:-

- Identify suitable parking provision and parking capacity for forecast traffic growth up to 2024,
- Identify type and numbers of car parking spaces needed post Rhiw redevelopment,
- Recommendations on Tariffs to charge

4.1.2 From the analysis it has been identified that ticket sales and revenue generation have decreased between 2012 and 2017. Whilst fewer people seem to be using BCBC controlled car parks, evidence from footfall data reveals an increase in visitors to the town between 2012 and 2017. Consequently, it would appear that although people are still visiting Bridgend town centre, they appear not to be using BCBC controlled car parks as much as they have previously done so.

4.1.3 It is considered that the major cause of the reduction in ticket sales and revenue at the Council's car parks is linked to the closure of the Rhiw car park during re-development, as when the Rhiw car park is removed from calculations ticket sales and revenue generation between 2012 and 2017 are broadly similar.

4.1.4 It is considered that a well-balanced parking strategy can deliver the following benefits;

- Charges can control parking usage (i.e. availability) by charging rates which encourage drivers to only take the time they require in a parking spot, therefore causing spaces to become available more regularly;
- Well-considered parking charges provide an income to cover operational costs;

- 4.1.5 The cost of parking can significantly influence demand. Car park charging needs to strike a balance between controlling demand and encouraging visitors into the town centre. The charging regime in an area needs to reflect the offer, in terms of employment, retail, health and leisure facilities, available at that location.
- 4.1.6 If changes to parking charges in off street parking places is identified then the process is regulated by Section 35C of the Road Traffic Regulation Act 1984. At present there is no legal requirement to consult under the Act, however case law has established that any changes to services provided by the Council and the cost of the same has to be subject to consultation.
- 4.1.7 Also we need to be mindful that any charges imposed need to cover the costs for the provision. The account for Parking Services is showing a deficit of approximately £247k for the 2017 /18 financial year. The controllable revenue budget shows a surplus, however, when considering full cost recovery which includes depreciation and impairment the full costs for parking services must be included. See table below.

	Revenue Budget Actual Costs 2017-18 £	Full Cost Recovery Actual Costs 2017-18 £
Car Parking Expenditure Excluding Capital Charges (including 30% of CPE staff charges)	456,968.59	456,968.59
Depreciation & impairment	0.00	683,000.00
TOTAL CAR PARKING EXPENDITURE	456,968.59	1,139,968.59
Income	(841,802.00)	(841,802.00)
TOTAL (SURPLUS)/DEFICIT ON CAR PARKING	(384,833.41)	384,833.41

- 4.1.8 After taking into account all eligible costs it is evident that the Council is, in effect, still subsidising parking services, therefore greater review is required to reduce the deficit.
- 4.1.9 When considering car parking charges, income raised from parking services must be used to meet the costs of traffic management services only. Increase in fees cannot be used to raise general funds.
- 4.1.10 A 2015 report in the public interest under the Audit Commission Act 1998 on Car Parking Income has also helpfully explained the following “It is also clear from the case law that budgeting for a surplus is not necessarily always unlawful in that there are other purposes than just covering costs which may, in public law terms, be part of the decision making process. For example, it would be legitimate to take into account wider parking policy such as setting on-street parking charges higher than cost in order to encourage use of off-street parking (here the purpose would be adjusting the balance of on street as against off street parking and not raising revenue). In practical terms it is very likely to be impossible to budget for the exact level of costs, with some over or undershoot being accepted as reasonable. It may

also be prudent to budget for a surplus to allow for unforeseen expenses, shortfalls in other years, and payment of capital charges/debts”.

4.1.11 Any surplus income could be used only in accordance with the relevant legislation. At the current time it is planned that any surplus income would be used specifically to reduce the deficit on the budget and make general repairs to existing car parks where possible. The surplus would not be used to support the general fund.

4.1.12 Recommendation 1: To consult on the proposal to simplify the parking tariffs on all short stay car parks and if appropriate implement

Officers consider that as a result of parking charges having to strike a balance between controlling demand and encouraging people into the town centres it is recommended that parking charges (including quarterly tariffs) be regularised and simplified as follows.

The Tariffs in all short stay car parks in Porthcawl and Bridgend (The Rhiw, Brackla 3 (Behind Wilkinson) and John Street) be simplified to the following

Times	0 - 1/2hr	1/2 – 1hr	1 – 2hr	2 – 3hr	3 – 4hr	4hrs & over
Current Tariff	£0.30	£0.70	£1.50	£2.50	£4.00	£6.00
New Tariff	£0.50	£1.00	£1.50	£2.00	£2.50	£6.00

Although it is proposed that an increase is made to the short stay tariff which simplifies the tariff for users, it is proposed that the long stay tariff in these car parks is substantively reduced in order to encourage visitors to stay longer.

4.1.13 Recommendation 2: To consult on the proposal to simplify the tariffs in all long stay car parks except Rest Bay and Brackla 1 multi-story (adjacent to Asda) and if appropriate implement

The Tariffs in all long stay car parks except Brackla 1 (adjacent to Asda) in Porthcawl and Bridgend (Tondu Road, Tremains Road, Bowls Hall, Leisure Pool and Hillsborough Place) be regularised and simplified to the following

Times	0 - 1	1 - 3	3hrs & over
Current Tariff	£0.70	£1.50	£3.00
New Tariff	£1.00	£1.50	£3.00

4.1.14 Recommendation 3: To consult on the proposal to standardise the times of Brackla 1(adjacent to Asda) to be the same as other long stay car parks and also simplify the tariffs to be the same as other long stay car parks and if appropriate implement

The time periods for parking for Brackla 1 (adjacent to Asda) are currently different to all other long stay car parks, so it is proposed to standardise all long stay car parks to avoid any confusion when parking in either Porthcawl or Bridgend. It is

recommended that Brackla 1 changes to the following times and simplify the tariffs to match the other new tariffs in long stay car parks

Existing Times	0 - 1	1 - 2	2 - 3	3hrs & over
New Times	0 - 1		1 - 3	3hrs & over
Current Tariff	£0.70	£1.50	£2.50	£3.00
New Tariff	£1.00		£1.50	£3.00

4.1.15 Recommendation 4: To consult on the proposal to change charging times in Rest Bay Car Park to offer users more choice and flexibility and also to simplify the tariffs and if appropriate implement

In the case of Rest Bay it is considered that charges should be amended to offer users more choice and flexibility, as the current summertime charging strategy offers two types of tariff, £1 for an hour or £2.80 for all day. This proposal is to introduce new 2 hour (£2.00) and 3 hour (£3.00) charges, and an all-day tariff is increased from £2.80 to £4.00 in the summer months as shown below.

Times	0 - 1	1 - 2	2 - 3	all day
Current Tariff	£1.00			£2.80
New Tariff	£1.00	£2.00	£3.00	£4.00

There would be no change to the tariff in the winter months (beginning of October to end of March) and charges would remain at £1.00 per day.

Transferable tickets in Porthcawl for use at Rest Bay, John Street and Hillsborough Car park or in Bridgend car parks were considered by officers however due to the car parks having a different charging tariff it was not considered feasible at this stage.

4.1.16 Recommendation 5: Staff/elected member parking permits be reviewed annually and those staff and elected members who have dedicated parking spaces/zones have a higher differential of £5 per month. All permits will also include Saturdays to encourage use of town centre car parks on the weekend.

The current policy of increasing the cost of the staff parking permit by £1 per month on an annual basis is retained and reviewed annually. However, those staff and elected members who have dedicated parking spaces, in close proximity to their workplace (under-croft parking at the Civic Offices, Ravenscourt, & Sunnyside House), should have a higher differential of £5 per month than those staff who do not have dedicated parking spaces and have less convenient parking but the passes should be valid in all council run pay and display car parks.

In order to encourage staff to utilise the town centres during the weekend it is recommended that the permit also includes Saturdays.

4.1.17 Recommendation 6: To consult on the proposal to convert all the Bowls Car Park [adjacent to Bridgend LIFE centre] and Tremains Car Park parking spaces to long stay spaces to simplify the parking experience

The Bowls Car Park and Tremains Car Park currently have both short and long stay parking spaces within their car parks. It has been noted from the review that these short stay areas are underutilised whilst the long stay areas are full. It is therefore recommended that these short stay spaces are re-designated as long stay spaces, and that the associated long stay parking tariffs are introduced. If introduced this will require an amendment to the Off Street Order.

4.2 Residents Parking in Bridgend Town

4.2.1 On 1st April 2014 a report was presented to Cabinet by the Corporate Director – Communities with recommendations to introduce a strategy for the introduction of permit parking throughout the County Borough.

4.2.2 Cabinet approved the following:

- Adoption of the permit Parking Policy for Bridgend County Borough.
- Permit tariff charge of £20 per permit to cover the yearly administration costs.
- Noted the need for extra resource if required (both staff and financial).
- Noted the requirement to prioritise schemes taking into account any budget available.
- Approved that authority be delegated to the Corporate Director Communities to amend paragraph 3.1.2 of the policy to ensure that the parking implications for Health and Social Care staff were considered when on duty and supporting the needs of the local residents. This matter was resolved and the paragraph amended to reflect the views of the Cabinet member.

4.2.3 It was envisaged that this provided a mechanism for the Traffic and Transportation Section of the Authority to consider requests and, where appropriate, be financially supported to introduce such schemes.

4.2.4 In 2015 a consultation exercise was undertaken in Porthcawl and Bridgend to seek residents' views for introducing residents' parking in their streets and, as a result of the responses received, there was insufficient support from the majority of residents in Porthcawl to progress such a scheme to proceed to formal consultation. As a result final plans have only been progressed for Bridgend indicating the proposed location of the resident's parking bays and limited waiting bays in the streets where the majority of residents supported that they were happy for resident's parking to be introduced.

4.2.5 However, before public notice was given on these proposals, officers were advised by the Legal Department that, due to various issues related to the proposal, a review of the current main On-Street Order was needed. Additionally, it was identified that it was necessary to consult on certain amendments to existing parking restrictions contained within the On-Street Traffic Regulation Order, which are required to enable the introduction of the proposed Resident Parking schemes in certain streets.

- 4.2.6 The review has taken a considerable time to complete, due to the complexity of the issues involved and the fact that the main On-Street Traffic Regulation Order covers all of the parking restrictions in the County Borough (excluding moving traffic contraventions).
- 4.2.7 The review has now been completed and as a result of the time lapse since the initial consultation there is a requirement to re-consult on the proposal which is currently being progressed.
- 4.2.8 There is currently a Capital allocation of £128,000 in the Medium Term Financial Strategy Capital Programme 2017-28 reserved for the introduction of residents parking in Bridgend Town which will be utilised to introduce this proposed scheme.

4.3 Possibility of charging in other Car parks within the County Borough

- 4.3.1 As with all our car park assets, from time to time the Council is expected to review their assets with a view to understanding their options. Maesteg Town Car Park, Maesteg Hospital Car park, Pencoed Park and Ride and Pencoed Car Park were reviewed as part of this process.
- 4.3.2 Having investigated the Maesteg Town Car Park it was concluded based on legal advice that under the terms of the lease to the Council, the Council was not able to charge Four Seasons Development (now Newport Holdings), the retail tenants of Four Seasons Development's retail site, or the general public for parking in the car park.
- 4.3.3 With regard to the Maesteg Hospital Par Park there is a covenant placed on it which restricts use of the land. It was also considered that if any charges were applied here then it is likely that vehicles would park on the highway within the vicinity of the hospital thereby introducing additional road safety hazards within the area.
- 4.3.4 Consideration was also given to charging at Pencoed Park and Ride Car Park however, it was felt that in order to encourage sustainable travel and the use of the train service then it would not be appropriate to charge at this car park at the current time.
- 4.3.5 Finally, consideration was also given to charging at the Penprysg Road Car park in Pencoed, however that car park is currently utilised as an overflow by parents bringing their children to the local primary school and it would be detrimental to road safety if charging was applied as parents would likely utilise the road outside the school rather than the car park, thus causing a hazard to the schoolchildren attending the school.

4.4 Limited Waiting Parking for on Street Parking, Porthcawl

Recommendation 7: Consultation to commence on the provision of limited waiting along Porthcawl Front (including Eastern Promenade) and if appropriate introduce new restrictions

- 4.4.1 An earlier consultation exercise was undertaken in April 2007 with the Local Members for Porthcawl Wards, Porthcawl Town Council, the Porthcawl Chamber of

Trade and the Porthcawl & District Tourist Association exploring management of congestion along the sea front. This scheme received many objections and has not been progressed to date.

- 4.4.2 This does not remove the fact that the highway network in the vicinity of the seafront in Porthcawl is often heavily congested by visiting traffic. Parking areas are also often occupied by all day users reducing the opportunity for turnaround impacting on opportunity for local trade and visitors. It is therefore considered that Limited Waiting on-street parking would better manage vehicles in the vicinity of the seafront and encourage greater use of town's car parks.
- 4.4.3 If the proposed on street parking restrictions are introduced, it is possible that some of the users may migrate to the side streets within walking distance of the town and sea front which will not have such a parking regime. However, these side streets are already heavily parked at peak times which will limit migration.
- 4.4.4 There are also businesses along the front such as the coffee shops close to "Cosy Corner" who may benefit or dis-benefit from the uncontrolled parking outside their shops and it is possible that the introduction of a parking regime could have a positive impact in that the occupancy of the space could be turned over several times rather than being blocked. The suggested limited waiting would be 2 hours with no return within 2 hours which could help these businesses, however it is not proposed for these restrictions to apply to overnight parking.
- 4.4.5 The following is therefore recommended: that consultation commence on the introduction of limited waiting along Porthcawl Front (including Eastern Promenade) and if appropriate introduce as follows:-
- The extent of the scheme should be along the sea front between the entrance to the fair ground on Eastern Promenade, the Esplanade and West Drive to its junction with Mallard Way.
 - The scheme should operate 365 days/year between the hours 8am to 6pm.
 - The maximum permitted length of stay should be 2 hours (with a proviso that no overnight parking by camper vans be permitted).
- 4.5 Provision of Electrical Charging points in the Rhiw Car Park

Recommendation 8: A pilot scheme is introduced in the Rhiw to introduce ULEV charging infrastructure charging machines

- 4.5.1 To encourage the use of Ultra Low Emission Vehicles (ULEVs), and in line with Welsh Government Policy which supports sustainable development and the need to tackle the causes of climate change and airborne pollution as well as the number of electric cars in the UK that is increasing, there is a need to consider the introduction of ULEV charging infrastructure within our car parks to meet the future demand.
- 4.5.2 There are currently no electric car charging points within the Council's car parks, however there are a number of private companies that provide this service.
- 4.5.3 To understand the cost implications related to this provision an initial costing exercise has been undertaken with one of the suppliers to install 2 x 32A pedestals (which will charge 2 cars each) in the ground floor of the Rhiw Car park. A quote of approximately £20,000 has been received for the provision.

- 4.5.4 It is therefore recommended that a pilot scheme be introduced in the Rhiw at a cost of £20,000 where there is currently appropriate electrical provision to introduce the charging machines. There are potential opportunities to bid for grants to fund such infrastructure. This recommendation cannot be implemented without a successful grant application.
- 4.5.5 Should the pilot be successful then consideration could be given to extend these into other council owned property for the use by the public and further to examine the potential for on street charging points. As part of this consideration, it will need to be established whether there are any Government OLEV grant schemes for the installation of electric vehicle charging infrastructure on street.

4.6 Welsh Language Act compliance of Pay and Display machines

Recommendation 9: Progress upgrading of current pay and display machines.

- 4.6.1 As Part of the Welsh Government guidance to comply with the Welsh Language Act there is a requirement to ensure that the Pay and display machines in our car parks are bi-lingual to comply with the Welsh Language (Wales) Measure 2011.
- 4.6.2 At present the council has 33 Pay & Display machines with 22 age expired machines, 11 under 7 years old which were defaulting to English but have recently been changed and 3 machines at the Rhiw car park which are compliant with the Welsh language Measure.
- 4.6.3 In order to bring the car parks in line with the Welsh Language Measure the Council needs to replace the remaining 22 machines, the council is at present negotiating with the welsh language commissioner as to the timescales for replacing all machines to become compliant with the Measure. The council has asked for a period of two years to complete this task.
- 4.6.4 Once the commissioner has agree the timescale for compliance with this standard, then failing to act within the timescale could leave the Authority liable to enforcement action from the office of the Welsh Language Commissioner.
- 4.6.5 As part of the introduction of the pay on foot system in the Rhiw Car Park, the payment machines have included a cashless payment system. The Rhiw car park is the only car park that BCBC operates which has a cashless payment system and from current figures it would appear that over 60% of payment is now undertaken by this method.
- 4.6.6 In some of BCBC's car parks like Rest Bay or Hillsborough (Porthcawl), it is likely that card payment could prove even as popular as the usage in The Rhiw car park particularly during the holiday season as visitors increasingly expect this service and it is one of the most asked for facilities from customers, as they often struggle to have loose change available. Rest Bay in particular has very limited facilities to obtain change from other retail premises.
- 4.6.7 It is the case that some local authorities are changing their Pay & Display machines to a card only service for security reasons as the Pay & Display cash machines

have been targeted by gangs and the machines destroyed and the cash contents stolen. Such instances have been less frequent in Bridgend but there is no doubt that the direction of travel is for a 'cashless system' to be an available option in public car parks.

4.6.8 It is therefore recommended that the replacement machines incorporate the cashless system rather than incur additional cost at a later stage and introduce machines that will need upgrading at a later date.

4.6.9 The Medium Term Financial Strategy Capital Programme 2017-28 includes £85,000 towards pay and display machines and will be utilised against this proposal.

4.7 Charging for dispensation permits for Contractors in Bridgend Town Centre

Recommendation 10: Explore and if appropriate introduce an administration charge for permits for vehicles to park on street which require dispensation

4.7.1 Dispensation notices give permission to park whilst planned works are undertaken at premises which are next to parking restrictions, in restricted zones or in residential parking zones. Currently these permits are granted free of charge.

4.7.2 A dispensation notice allows extended parking in permit holder bays or limited waiting bays at or near the place of work. In extenuating circumstances if it is essential that the vehicle is left on-street close to a property to carry out a particular job, permission may be granted to wait on yellow lines, loading bays or in zonal areas, such as pedestrian zones. This would only be if no other parking or waiting alternatives nearby can be used, and it is safe to do so.

4.7.3 The system currently in use by the parking team is extremely time consuming for the team as officers have to manually enter each vehicle on their machines rather than carry out a visual check.

4.7.4 Therefore dispensation permit charging could be put in place at a cost of £10 per day to pay for the extra works associated with the issuing of the permit and as a result may encourage contractors to use car parks wherever possible as it would be a cheaper daily rate and thus free up that space on the kerbside.

4.8 Security- Opening and locking of car parks and callout

Recommendation 11: The Authority investigate and implement if appropriate, the recovery of out of hours release costs for council owned car parks.

4.8.1 At present a number of BCBC car parks are locked at night. This creates an additional cost implication for the service with staff (Civil Enforcement Officers) having to attend morning and evening to carry out such duties, incurring salary costs and travel costs.

The car parks involved are:

- Rest Bay Car Park Porthcawl
- Pencoed Park and Ride Car Park
- Brackla 1 Multi Storey Car Park

- Rhiw Multi Storey Car Park
- Bowls Hall Car park

4.8.2 The reasons for locking the car parks are varied but all include issues of anti-social behaviour in the evening and complaints made from users and residents in the vicinity.

4.8.3 Rest Bay Car Park, Bowls Car Park and Pencoed Park and Ride Car Park are fitted with alligator teeth whereby vehicles locked in at closure are still able to exit the car park. The nature of the car parks allow pedestrian access 24 hours.

4.8.4 Both the multi storey car parks are completely locked in order to prevent access on foot as well as with vehicles to prevent anti-social behaviour during the evenings, however this causes issues with the fact vehicles may be locked in if the user has not returned in time, although all car parks have appropriate signage indicating the fact they are locked after a certain time.

4.8.5 The current situation is that if a user finds themselves locked into either of the multi storey car parks they phone the Council's 'on call' number and in turn a private security company are contacted who attend. The security company charges BCBC for such a call out but no charge is made to the user.

4.8.6 At present call outs are averaging 8 calls per month for the Rhiw Car Park and 1 per month for Brackla 1 Car Park, the cost being £40 per call out plus VAT, equating to approximately £4,320 per annum.

4.8.7 The proposed options are the following:-

- The Authority continues to attend call outs and absorb the costs
- The Authority continue to attend call outs and charge the user to recover the costs
- The Authority refuses to attend call outs and advises the user they need to return the following day during operational hours to recover their vehicle.

4.8.8 It is considered that the Authority continues to attend call outs but seeks to recover costs from the individuals concerned.

4.9 Community Asset Transfer (CAT) of car parks

Recommendation 12: The CAT Officer explores Community Asset Transfers of non-chargeable car parks.

4.9.1 BCBC repair, clean and fill potholes for all 18 non-chargeable car parks within the County Borough to fulfil its statutory health and safety responsibilities. Other than these responsibilities, there are minimal annual outgoings. BCBC do not pay rates on the car parks as they are classed as open ground. Pencoed car park has CCTV so there are outgoings for electricity and phone line rental only.

4.9.2 The BCBC CAT Officer has indicated that the Town and Community Councils are looking to build their portfolios and in many cases these car parks are often focal points for towns so there is potential to Community Asset Transfer them across to the Town and Community Councils.

4.9.3 It is therefore considered appropriate that the CAT Officer explore Community Asset Transfers of non-chargeable car parks.

4.10 Structural resilience of all Bridgend car parks

4.10.1 An inspection is currently ongoing to undertake visual inspection of all BCBC owned car parks to understand the current condition of our car parks and if required, a further report will be presented to Cabinet with the findings.

5. Effect upon Policy Framework& Procedure Rules.

5.1 There is no effect upon Policy Framework or Procedure Rules.

6. Equality Impact Assessment

6.1 In developing these proposals, consideration has been given to their potential impact on protected groups within the community and on how to avoid a disproportionate impact on people within these groups.

6.2 An Equality Impact Assessment (EIA) screening form has been completed and a copy of the screening form has been included as a background document.

7. Financial Implications.

7.1 The changes in parking tariffs identified within the report are not expected to result in a significant abstraction or migration of current users within the car parks although this remains a risk. However the simplification in the tariff structure is seen as supporting visitors to our town centre and may encourage a longer stay. It is currently forecast, although this cannot be guaranteed, that the changes proposed may create a surplus over the current charging regime in the region of £50,000. As previously mentioned, it is planned that any surplus income would be used specifically to reduce the deficit on the budget and make general repairs to existing car parks where possible.

7.2 The change in tariff at Rest Bay Car Park is estimated to create a surplus in the order of approximately £20,000 however any increase must be reinvested within Locks Common in accordance with Section 13 of the Locks Common – Scheme of Management and Regulations.

7.3 However it should be noted that until changes are introduced the eventual impact is unknown and whilst every effort has been made to model and consider the likely outcomes this is yet to be proven.

7.4 There is a likely increase of £7,500 in staff/elected member permits as a result of a differential increase for those officers having dedicated parking spaces. Again the income would be used specifically to reduce the deficit on the budget and make general repairs to existing car parks where possible.

7.5 There is currently a Capital allocation of £128,000 for the introduction of residents parking in Bridgend Town which will be utilised to introduce this proposed scheme.

- 7.6 There is a lost income opportunity for not charging in the Maesteg and Pencoed Car Parks but they are currently being covered by existing budgets.
- 7.7 There is a cost implication of £40,000 for the introduction of a Limited Waiting Traffic Order on the front in Porthcawl subject to consultation and securing of funding.
- 7.8 There is a cost implication of approximately £20,000 for the introduction of Electrical Charging points in the Rhiw Car park and this cannot be introduced until such time as monies become available/grant funding is secured.
- 7.9 There is a cost implication for making the pay and display machines Welsh compliant and this will be met from the Medium Term Financial Strategy Capital Programme 2017-28.
- 7.10 Provision of dispensation permits are intended to provide an offset in administration costs however a scheme is to be investigated.
- 7.12 It is intended to seek reimbursement of costs incurred for the release of vehicles from council run car parks out of operational hours. Any reimbursement would be proportional to the number of call outs received and as such would be cost neutral.
- 7.13 There is currently a £110,000 budget for remedial measures – car parks within the Capital programme for the possible works associated with the structural resilience of Brackla 1 car park which will be utilised to repair any minor works that may be required. A further report will be brought to Cabinet, if required, if additional remedial works are identified by the visual inspection that is currently being undertaken.
- 7.14 The following Table summarising all of the financial implications shown above

No	Recommendation	Revenue Income	Revenue Expenditure	Capital Expenditure	Funding Position
1	Simplification of parking tariffs on all short and long stay car parks	£50,000.00			
2	Simplify Parking Tariffs in Rest Bay Car Park	£20,000.00			
3	Staff / member permits	£7,500.00			
4	Residents parking			£128,000.00	Capital Allocation secured
5	Limited Waiting in Porthcawl			£40,000.00	Funding not secured
6	Electrical charging points			£20,000.00	Funding not secured
7	Upgrade pay and display machines			£85,000.00	Capital Allocation secured
8	Dispensation permits administration fee	TBA			
9	Release fee for Car Parks	TBA			
10	Structural Repair of Brackla 1			£110,000.00	Capital Allocation secured
		£77,500.00	£0.00	£383,000.00	

8. Recommendation.

8.1 It is recommended that Cabinet authorise the Corporate Director-Communities:

- Recommendation 1:** To consult on the proposal to simplify the parking tariffs on all short stay car parks and if appropriate implement
- Recommendation 2:** To consult on the proposal to simplify the tariffs in all long stay car parks except Rest Bay and Brackla 1 multi-storey (adjacent to Asda) and if appropriate implement
- Recommendation 3:** To consult on the proposal to standardise the times of Brackla 1 (adjacent to Asda) to be the same as other long stay car parks, and also simplify the tariffs to be the same as other long stay car parks and if appropriate implement
- Recommendation 4:** To consult on the proposal to change charging times in Rest Bay Car Park to offer users more choice and flexibility and also to simplify the tariffs and if appropriate implement
- Recommendation 6:** To consult on the proposal to convert all of the Bowls Car Park and Tremains Car Park parking spaces to long stay spaces to simplify the parking experience.
- Recommendation 7:** To consult on the provision of limited Waiting along Porthcawl Front (including Eastern Promenade) and if appropriate introduce new restrictions.

- Recommendation 8:** Implement the introduction of a pilot scheme in the Rhiw to introduce ULEV charging infrastructure charging machines subject to funding being secured.
- Recommendation 9:** Progress upgrading of current pay and display machines.
- Recommendation 10:** To explore and if appropriate introduce an administration charge for permits for vehicles to park on street which require dispensation.
- Recommendation 11:** The Authority investigate and implement if appropriate, the recovery of out of hours release costs for council owned car parks.

8.1.2 It is recommended that Cabinet note the following:

- Recommendation 5:** Staff/elected member parking permits be reviewed annually and those staff and elected members who have dedicated parking spaces/zones have a higher differential of £5 per month. All permits will also include Saturdays to encourage use of town centre car parks on the weekend.
- Recommendation 12:** The CAT Officer explores Community Asset Transfers of non-chargeable carparks.

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