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## Highways and Transport Committee

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<b>Date of Meeting:</b>	21 <sup>st</sup> September 2021
<b>Report Title:</b>	Car Parking Review and Proposed Statutory Consultation
<b>Report of:</b>	Andrew Ross, Director of Infrastructure and Highways
<b>Report Reference No:</b>	HT/01/21-22
<b>Ward(s) Affected:</b>	All Wards

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### 1. Executive Summary

- 1.1. This report asks the committee to approve the Council response to the recent borough wide parking survey that ran between November 2020 and January 2021.
- 1.2. The report recommends the introduction of standardised zonal parking across the Council's car parks with a standardised tariff linked to each zone. This includes the introduction of a standardised Sunday tariff for those car parks. This reflects the Council's published priority of having a transport network that promotes active travel.
- 1.3. The report also recommends setting the levels of zonal tariffs to reflect a reasonable and proportional charge in relation to the costs of operation, maintenance and enforcement for off-street parking.
- 1.4. The report also recommends consultation to take place from 29<sup>th</sup> September 2021 on the application of the proposed tariffs to the off-street car parks. The report identifies off street parking that will remain free of charge, parking that will have new charges and car parks whose current charging will be aligned with the new approach.
- 1.5. There will be some minor variations to existing on-street controls to reflect the proposed parking approach in the report.
- 1.6. The report further recommends that the approach to parking, arising from the outcomes of the 2020/ 2021 borough wide parking survey, is implemented by commencing the statutory consultation on the detailed proposals and that the results of that consultation are brought back to the Committee for consideration.

- 1.7. The report outlines how the proposals help to deliver the Council's priorities as detailed in the Corporate Plan and Local Transport Plan.

## **2. Recommendations**

In response to the borough wide parking survey, the Committee is recommended to:

- 2.1. Approve the zonal charging approach as follows:

- 2.1.1 Approve the principle of standardised parking zones being applied to the borough's car parks.

- 2.1.2 Approve the principle of zone parking tariff charges detailed in paragraph 5.20.

- 2.2 Agree the initial application of the zonal approach as follows:

- 2.2.1 Approve the commencement of the 30-day statutory consultation for the application of the proposed tariffs to the off-street car parks identified in paragraph 5.21, paragraph 5.22 and Appendix 2.

- 2.2.2 Approve the commencement of the 30-day statutory consultation for the on-street proposals for changes to existing time-limited on-street parking places and any revisions to existing provisions as set out in paragraphs 5.27 and Appendix 3.

- 2.2.3 Note that the outcome of the consultation will be considered by the Highways and Transport Committee who will approve any final agreed proposed changes to the Cheshire East Borough Council (Off-Street Parking Places) (Consolidated) Order 2015 (Variation No. 5) Order 2019 and consider any variations to the zonal charging tariffs or their application to individual car parks.

- 2.2.4 Note that potential mitigations may be considered by the Highways and Transport Committee as outlined in paragraph 5.19

## **3 Reasons for Recommendations**

- 3.1 The operation and management of off street car parks is not a statutory function of the Council. As a discretionary service it is appropriate to fund all associated costs through direct charges to services users and not subsidise such costs through taxation.

- 3.2 The Council, as a Best Value Authority, should be able to demonstrate that it is achieving value for money for the discretionary services that it chooses to operate. When facing funding decisions the Council has the flexibility to exercise appropriate discretion to consider overall value, including economic, environmental and social value. The proposals represent a balance of the competing criteria.

- 3.3** All car parks require maintenance, management and enforcement and therefore cost money for the council to operate. The current car park charging arrangements, with a mixed and inconsistent approach to car park charging, with many being free, do not demonstrate how the Council is achieving value for money from its car parking service across the whole borough.
- 3.4** A consistent approach to charging, with a standardised tariff regime across the borough, supports an approach where the users of the service pay towards the cost of providing that service which will help the Council achieve the value for money requirement for the car parking service. Off street car parking is not a mandatory obligation nor a universal service used by every person who is resident in Cheshire East. The introduction of a Sunday tariff would make a financial contribution to the unavoidable operating costs of car parks on Sundays.
- 3.5** The proposals are fairer than the current system, where, for historical reasons, the rationale for which car parks are charged for and which are free is not clear. As such, the proposal provides a fairer approach to managing the costs of providing parking services.
- 3.6** Although not a direct consequence of the recommendations of this report the Committee should recognise that public consultation has highlighted expectations that council car parks will provide electric vehicle (EV) charging facilities. This is a clear consequence of the increase in electric cars in the borough. This committee approved an approach to the provision of EV charging infrastructure at its July meeting and approved a market testing exercise for a concession approach. The recommendations within this report establish a clear approach to fairness for parking charges which can be applied to the consistent provision of EV infrastructure in the Council's car parks. The proposals also therefore align with strategic objectives relating to the environment and transport that are set out in the Council's Corporate Plan 2021-25 and also reflect the survey responses received as articulated at paragraph 5.9.3 of this report.
- 3.7** When considering the consultation responses to the proposed implementation, the committee will be able to look at the whole range of potential mitigation measures including on street restrictions in favour of residents to ensure that any potential displacement consequences can be addressed in a timely manner.
- 3.8** The proposed statutory consultation will provide stakeholders and the general public across the borough with the opportunity to express their views on the proposals, creating more transparency in the Council's decision-making process.
- 3.9** The proposals assist in the delivery of the strategic objectives outlined in the 2021-25 Medium term Financial Strategy (MTFS).

## **4 Other Options Considered**

### **4.1 Do nothing :**

This would result in no change to the current parking regime and not deliver the benefits outlined in this report.

### **4.2 Not agree the approach to borough wide zones and tariffs arising from the 2020/ 2021 survey and require an alternative proposal.**

This would result in no change to the current parking regime and thus not deliver the benefits outlined in this report.

### **4.3 Agree the approach to borough wide zones and tariff but not agree to the consultation.**

If the committee chose not to consult on the application of the approach to individual car parks, the proposal cannot be implemented.

### **4.4 Agree the approach to borough wide zones and tariff and agree to the consultation**

This is the option recommended to the committee.

## **5 Background and detailed proposals**

**5.1** The availability and cost-effectiveness of car parking is very important to supporting accessibility for residents, businesses, visitors, shoppers, workers, and commuters.

**5.2** In addition, car parking arrangements can have positive impacts on:

**5.2.1** The environment by reducing car usage and promoting the use of public transport, walking and cycling.

**5.2.2** The economy by facilitating footfall and dwell time in town centres and on high streets.

**5.3** Furthermore, revenue generated from car parking can support the Council's strategic approach in funding highways and transport matters, including electric vehicle infrastructure.

**5.4** For historic reasons, the borough has operated with inconsistent car parking tariffs and charging mechanisms, with some places still providing free car parking. These arrangements are unfair and represent a significant opportunity in relation to the revenue that could be created to support the strategic transport and highway related objectives of the Council.

**5.5** In 2019, in acknowledging these issues, the Council approved a high-level parking strategy as part of its Local Transport Plan. This established the need to introduce a consistent approach to car parking across the borough

to enable car parking to better support the strategic objectives of the Council.

**5.6** During the Autumn of 2020, and early 2021, the Council undertook a borough wide survey to test key principles and to identify key issues for stakeholders in relation to car parking. This survey received 3783 responses which have been analysed and are reported in Appendix 1.

**5.7** The survey highlighted the following issues:

**5.7.1** Overall, 51% of respondents agreed with applying the same hourly rate to car parks across the borough (40% disagreed, 9% neutral).

**5.7.2** Respondents raised questions about possible impacts on town centre economic recovery in the context of the current pandemic.

**5.7.3** Respondents considered that the Council should ensure that there is adequate short and long stay provision in town and village centres.

**5.7.4** A view was expressed that all forms of transport should be prioritised equally, noting the balance that needs to be struck in the Council's transport strategy between private car, public transport, cycling and walking.

**5.8** The proposals being recommended in this report have responded to the outcomes of borough wide survey as follows: (*further details of which can be seen in Appendix 1*),

**5.8.1** Respondents local to places which currently have higher charges were most likely to agree that consistent charges should apply everywhere e.g., Nantwich (92%), Audlem, Bunbury & Wrenbury (88%), and Crewe (86%). The standardisation of tariffs across the borough will remove the historic imbalances in parking charges and the resultant cross-subsidy between different places.

**5.8.2** 88% of respondents disagreed with Sunday parking charges. However, 59% of respondents favoured increased levels of enforcement to reduce inconsiderate or illegal parking. In response, the original proposal to extend parking tariffs to Sundays has been modified to an approach that would introduce a maximum £1 daily charge on Sundays, not an hourly tariff as for weekdays. This approach would make a financial contribution to the unavoidable operating costs of car parks on Sundays, simplify enforcement whilst distinguishing Sundays from the standard working week. It will also facilitate enforcement.

**5.8.3** 71% of respondents disagreed with the introduction of night-time (6pm – 10pm) parking charges, so this approach has not been taken forward.

**5.8.4** 63% of respondents disagreed with an emissions-based charging regime, so this approach has not been taken forward.

- 5.8.5** Taking account of respondents concerns on the potential negative impacts for businesses and place vitality, these proposals have aimed to provide sufficient short stay parking to enable essential shopping and business trips to support place vitality. In addition, no on-street parking charges are proposed. Instead, on-street parking places will be managed in some towns by 1-hour or 2-hour waiting restrictions to ensure rapid turnover of spaces and increasing potential footfall, a key determinant of place vitality.
- 5.9** The survey also asked respondents to identify priorities to improve the Council's parking offer. The top 3 service improvements identified by respondents for the next 5 years are:
- 5.9.1** More enforcement of illegal / inconsiderate parking (59% support).
- 5.9.2** A greater range of payment options, including cash-free payment options, at all car parks (43% support).
- 5.9.3** More electric vehicle charging points in Council car parks (42% support).
- 5.10** The Council is therefore bringing forward measures to address these points.
- 5.11** In February 2021, Full Council approved its Medium-Term Financial Strategy (2021-25) and Corporate Plan. These documents outlined:
- 5.11.1** The ambition of the Council to be carbon neutral by 2025 and for the borough to be beacon of good environmental practice.
- 5.11.2** The strategic objective of supporting improvements in public transport across the borough.
- 5.11.3** The need to improve, enhance and maintain the highway network including facilities to support cycling and walking.
- 5.12** The Medium-Term Financial Strategy (2021-25) includes funding to maintain support for the local bus network and highway maintenance. Any revenue generated by the parking service reduces the revenue budget pressures for local bus support (£2.4m) and highways maintenance (£9.4m).
- 5.13** In setting the MTFS, along with the proposed investment in highways and strategic transport matters, the Council also gave approval to bringing forward a set of proposals for consultation to address the inconsistencies in car parking arrangements across the borough and to tackle the opportunity of not charging appropriately for car parking.
- 5.14** Capital investment is also included in the MTFS in support of the Council's strategic priorities for transport, including for example;
- £5.6m for Crewe Hub.
  - £30m for Crewe NW Package.

- £5m for Flower Pot junction.
- £33m for Poynton Relief Road.
- £74m for Middlewich Eastern Bypass.
- £53m for Local Transport Programme and Highways Maintenance.

**5.15** Development of the parking proposals has taken place alongside the development of Local Transport Delivery Plans, following adoption of the Local Transport Plan (LTP) in November 2019.

**5.16** The measures that have been developed for statutory consultation include:

- 5.16.1** Charges in off street car parks where no charges currently apply;
- 5.16.2** Introduction of a uniform Sunday parking charge;
- 5.16.3** Standardisation of parking tariffs across the borough based on a Zone 1 (Inner), Zone 2 (Outer) and Railway charging structure; and
- 5.16.4** Standardised on-street parking restrictions in some towns.

### **Approach to mitigation**

**5.17** Following consultation, to be outlined in the next report, the addition of possible supplementary mitigation measures will be considered. This could include the introduction of residents parking schemes over a wider area to prevent displacement parking, or extensions to on street parking restrictions to encourage the use of car parks at night and evenings to help maintain the amenity of residential areas, additional “Free after 3” arrangements or an extension of the free parking days initiative, or alterations to which car parks are included in the zonal tariff approach.

**5.18** Subject to any decision to implement the proposals in due course, the effects of revised parking tariffs and waiting restrictions will be closely monitored. In the short term, any adverse outcomes can be considered for mitigation on a case-by-case basis. In future years, there is the opportunity for the Council to review parking charges as part of its annual review of fees and charges. Such an approach provides scope to ensure that tariffs reflect the demands for parking whilst supporting the growth and vitality of the borough’s towns and villages.

**5.19** To manage the risk that these proposals displace parking into adjacent streets, before-and-after monitoring surveys will be undertaken. These surveys will assess the level of displaced parking and inform technical assessments and the case for any mitigation measures, e.g., the creation of new Residents Parking Schemes, Limited Waiting Bays or Waiting Restrictions. The introduction of some mitigation measures will rely on separate consultations, informed by these before-and-after surveys. The need for mitigation measures is anticipated and following an initial “settling-



in” period for any changes to parking activity to stabilise. Consideration of such mitigation measures would be brought forward where necessary.

## The Proposals

**5.20** The proposals include standardisation of parking tariffs on a common scale of charges that would apply across all the Council’s car parks. The proposed scale of charges is as follows:

Zone	Up to 30mins	Up to 1 hr	1 to 2 hours	2 to 3 hours	3 to 4 hours	4 to 6 hours	6 to 10 hours
Zone 1	£0.40	£0.80	£1.20	£2.40	£3.50	£4.40	£5.60
Zone 2	£0.30	£0.60	£1.10	£1.80	£2.60	£3.20	£3.40
Railway	£0.40	£0.80	£1.20	£2.40	£3.50	£4.40	£7.50

Car parks are proposed to be split into tariff zones with:

- Zone 1 (Z1) comprises central car parks i.e., those located within 300 metres / 5-minute walk of the centre.
- Zone 2 (Z2) includes ‘edge of centre or out of centre’ or car parks serving Local Service Centres as defined in the Local Plan.
- In Zone 1, short stay (up to 4 hours) parking tariffs would be 20p more expensive for the first hour and 90p more for 4 hours, than in Zone 2.
- Long stay parking (up to 10 hours) would be £2.20 more expensive in Zone 1 than in Zone 2.
- These proposed tariffs are consistent with existing tariffs for most Crewe and Macclesfield car parks.
- Where a car park is heavily used by rail commuters at main rail stations (more than 1.5 million passengers annually), the Zone 1 tariff band applies with one adjustment, which remains unchanged at £7.50 for all-day parking (6 to 10 hours).

**5.20.1** Introduction of a 30-minute tariff for both Zone 1 and Zone 2 car parks. This short stay tariff makes essential, short-duration visits to town and village centres less costly for users. The approach is intended to encourage greater turnover of parking places as users are not incentivised to purchase more parking time than they actually require. By increasing turnover of places, the approach would likely contribute to greater footfall and potentially increase visits to local businesses.

**5.20.2** When developing the zoning structure, the Council recognise that there is a need for a range of parking provision to meet the needs of each centre. As far as practical, the proposals aim to meet a range



of parking demands, including the need of all-day commuter parking for workers, by designating short-stay and long-stay provision at a range of tariffs. Wherever possible, within the limits of the parking estate, the Council has aimed to provide long-stay parking at car parks that are more remote from the centre, close to main access roads, so that commuter parking does not reduce the availability of spaces for shoppers and visitors.

**5.20.3** Introduction of a Sunday parking charge in all Council-managed car parks that charge for parking on weekdays, including those areas where new charges are proposed. Charges would be applicable on Sundays between 8am – 6pm, including Bank Holidays. The maximum tariff for Sunday parking is proposed to be £1 for stays of over one hour, though 30-minute tariffs will also be retained as on Monday to Saturday. The only exceptions are those car parks classified as Railway car parks, which are proposed to retain the standard £7.50 parking tariff for stays of over one hour.

**5.21** Parking charges are proposed to be introduced in a total of eight towns and villages which currently have no parking charges at Cheshire East car parks. These places currently have free parking and the proposals include the introduction of charges at the following car parks:

<b>Location</b>	<b>Car Park</b>	<b>Proposed Zone</b>
Alsager	Fanny's Croft Car Park	Zone 2
Alsager	Fairview Car Park	Zone 1
Alsager	Station Road Car Park	Zone 2
Alsager	Well Lane Car Park	Zone 2
Bollington	Pool Bank Car Park	Zone 2
Handforth	Library Car Park	Zone 1
Handforth	School Road Car Park	Zone 1
Handforth	Wilmslow Road Car Park	Zone 2
Holmes Chapel	London Road Car Park	Zone 2
Holmes Chapel	Parkway Car Park	Zone 2
Middlewich	Civic Way Car Park	Zone 1
Middlewich	Seabank Car Park	Zone 2
Middlewich	Southway Car Park	Zone 1
Poynton	Civic Hall Car Park	Zone 1
Prestbury	Shirleys Car Park	Zone 2

Prestbury	Springfields Car Park	Zone 2
Sandbach	Brookhouse Road Car Park	Zone 2
Sandbach	Chapel Street Car Park	Zone 2
Sandbach	Crown Bank Car Park	Zone 1
Sandbach	Hawk Street Car Park	Zone 1
Sandbach	Well Bank Car Park	Zone 1
Sandbach	Westfields Car Park	Zone 2

**5.22** In addition, parking charges are proposed at the following (currently free) car parks in other areas in accordance with the proposed approach to tariff zones (see 5.20 above) to ensure consistency across the borough.

<b>Location</b>	<b>Car Park</b>	<b>Proposed Zone</b>
Alderley Edge	Ryleys Lane Car Park	Zone 2
Congleton	Roe Street	Zone 2
Crewe	Wellington Square	Zone 1
Disley	Station Approach	Zone 2

**5.23** The car parks listed in Appendix 2 are currently already charged for. To achieve consistency across the borough, the proposal is to apply the tariff zones in paragraph 5.20 to those car parks as shown in Appendix 2.

**5.24** Some car parks would remain free to use, for one or more of the following reasons:

**5.24.1** Car parks which support community facilities that are not in town or village centres.

**5.24.2** Car parks which are primarily used by residents without access to off-street parking, where displacement of residential parking would exacerbate daytime congestion and adversely impact on highway performance.

**5.24.3** Car parks which are not owned and operated by the Council.

**5.24.4** There is a legal reason why parking charges are precluded at a given site e.g., historic village green status at Scotch Common, Sandbach. (Although enforcement of inconsiderate or anti-social parking will continue)

**5.25** The car parks that would remain free of charge are as follows:

<b>Location</b>	<b>Car Park</b>	<b>Proposed Zone</b>
Audlem	Cheshire Street,	Free

Congleton	Blake Street and Egerton Street	Free
Congleton	Rood Hill	Free
Congleton	Rope Walk	Free
Congleton	Royle Street	Free
Congleton	Thomas Street	Free
Crewe	Browning Street	Free
Crewe	Cotterill Street West	Free
Crewe	Edward Street	Free
Crewe	Lord Street	Free
Crewe	Market Square, (Blue Badge-holders only)	Free
Crewe	South Street	Free
Crewe	Union Street	Free
Crewe	Victoria Street	Free
Crewe	West Street	Free
Crewe	Wood Street	Free
Disley	Community Centre	Free
Haslington	Waterloo Road	Free
Macclesfield	Broken Cross	Free
Macclesfield	Kennedy Avenue	Free
Macclesfield	Princes Way	Free
Shavington	Queen Street	Free

**5.26** Full details in the form of a Schedule of the proposals at each location will be published at the start of the statutory consultation period, including display of notices at each car park.

**5.27** Changes to some existing on-street parking places that are currently time-limited are proposed. These bays will be enforceable, with fines for over-staying as an example. Existing on-street parking places in some towns and villages will be standardised around the following waiting limits: 1-hour maximum stay within 200 metres of the centre and 2-hour maximum stay elsewhere. Managing on-street parking places in this way will ensure a more rapid turnover of spaces, supporting a greater number of daily visits and contributing to increased footfall and economic activity.

- 5.27.1** Appendix 3 lists the proposed changes to the existing enforcement period, stay duration and no return for existing on-street parking places located within Alderley Edge, Knutsford, Middlewich, Prestbury, Sandbach and Wilmslow.
- 5.27.2** To align with the proposals for on-street parking places, and to manage displacement, existing residents parking permit zones in Alderley Edge, Knutsford and Wilmslow are proposed to be enforceable Monday to Sunday, rather than between Monday and Saturday.
- 5.28** Approval of the recommendations would enable the Council to run a 30-day statutory consultation on the proposals from the 29 September 2021.
- 5.29** This would inform a final set of measures for implementation, which it is intended to present to this Committee for approval. This would mean that any changes would be implemented in the spring of 2022.
- 5.30** Upon completion of the statutory consultation, the Committee would consider options to implement the parking review including consideration of the following:
  - 5.30.1** The potential need for any further mitigations in response to representations made during the statutory consultation period.
  - 5.30.2** The need for adjustments to designation of Zone 1 (Inner), Zone 2 (Outer) and Railway car parks as appropriate.
  - 5.30.3** The inclusion or exclusion of any individual car park
  - 5.30.4** The need for any additional statutory consultation before orders can be made.

## **6 Consultation and Engagement**

- 6.1** The proposed statutory consultation has been designed with regard to all obligations to consult under the provision for making legal orders that underpin on-street and off-street parking management. The key elements of the consultation are, as follows:
  - 6.1.1** Advertising in local print newspapers and other relevant publications
  - 6.1.2** On and off-street display of notices outlining the proposed changes
  - 6.1.3** Links on the Council web site to consultation documents including draft orders and schedules
  - 6.1.4** Media releases to give notice of the launch and close of the consultation.
  - 6.1.5** The consultation must be open for a statutory minimum 21 days.
- 6.2** There has been extensive consultation via a survey in 2020/ 2021 with 3783 responses, which has helped develop the proposals.

- 6.3** The Council completed a 9-week informal consultation with stakeholders and the public between November 2020 and January 2021, to elicit views on the role of parking and its ties with the Council's economic, environmental and community policies. Respondents were invited to provide their views using an online survey or through formal representations made to an email address. The full report is appended and has been published on the '[Consultation results](#)' part of the Council's website (Appendix 1). These 3783 responses have helped to develop the proposals.
- 6.4** The proposed consultation period will enable the Council to engage with town and parish Councils and businesses that are directly affected by the proposals with a view to ensuring that any implications are fully understood. For example, we expect to continue to work with Sandbach Town Council to explore options for the management of parking provision on Scotch Common and Little Common car parks.

## **7 Implications**

### **7.1 Legal**

- 7.1.1** Proper management of parking on roads is essential to ensure the smooth flow of traffic and it allows drivers to park near to their destinations.
- 7.1.2** A local authority has the power to provide suitable parking places for the purpose of relieving or preventing congestion of traffic either with the provision of off street parking places or by an order to authorise the use as a parking place of any part of the road in their area.
- 7.1.3** Section 1 of the Road Traffic Regulation Act 1984 (" the Act") gives the Council a discretionary power to make a Traffic Regulation Order. This is a discretionary power exercisable where it appears the proposed order is;
- (i) *"s1(a) expedient for avoiding danger to persons or other traffic using the road ... or for preventing the likelihood of any such danger arising, or "*
  - (ii) *"s1(c) expedient for facilitating the passage on the road ... of any class of traffic, including pedestrians."*
  - (iii) *"s1(d) expedient for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or"*
  - (iv) *"s1 (f) expedient for preserving or improving the amenities of the area through which the road runs."*

Expedient means advantageous, advisable on practical grounds, suitable or appropriate.

- 7.1.4** Section 2 of the Act then describes types of provision that can be included within an Order, which includes “prohibiting, restricting or regulating the use of a road, or of any part of the width of a road, by vehicular traffic, or by vehicular traffic “;
- 7.1.5** Section 122 places a duty on the Council to exercise its powers (so far as practicable having regard to the matters specified below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians and cyclists) and the provision of suitable and adequate parking facilities on and off the highway. In summary, the matters specified are;-
- (i) The desirability of securing and maintaining reasonable access to premises;
  - (ii) The effect on the amenities of any locality affected;
  - (iii) The national air quality strategy;
  - (iv) The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
  - (v) Any other matters appearing relevant to the Council.
- 7.1.6** In proposing a traffic regulation order, it is necessary under the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996 to undertake consultation, including giving notice of a 21-day period to allow objections to be submitted. Certain documents are required to be kept on deposit. Before making any order, the Council must consider all valid objections received during the consultation period which have not been withdrawn. If any modifications are made to the order at this stage, and they make a “substantial change” to that originally advertised, allow them an opportunity to make representations and ensure that these are considered by the Council. Such consultation is not required in respect of consolidation, minor or experimental orders. Part IV of Schedule 9 to the Act provides that any power to make an order as respects any road under the Act, shall include power for the Authority to make an order varying or revoking any previous order as respects that road made, or having effect as if made, under or by virtue of the provision in question, whether the previous order was made by that or some other authority.

The Council should exercise its discretion based on all the circumstances of the case, the relevant criteria stated in the Act, consultation responses, representations, and professional advice received.

## **7.2 Finance**

- 7.2.1** To provide context for the scale for these proposals it is useful to note that in 2018/19, the parking service generated a total revenue of £5.9m. This was the last full year of accounts not impacted by the pandemic. During the pandemic, levels of parking activity have been significantly reduced, especially during periods of lock-down. The recovery, to pre-pandemic levels of activity and income levels, continues.
- 7.2.2** There is still a significant level of uncertainty about financial projections on future revenues forecasts from car parking. This report provides financial projections and comparisons that reflect normal operating levels. This enables members of the Committee to recognise the impact of the parking orders, without speculating on the impact of potential further effects of the pandemic.
- 7.2.3** The Highways service will be required to fund £15,000 for the cost of the statutory consultations. This may be possible from carried forward funding from the 2020/21 outturn. This is the only specific financial impact of the recommendations within this report.
- 7.2.4** The report highlights several items that are subject to further consultation. The paragraphs below articulate the potential financial impacts of those items to assist members in understanding the potential effect on the MTFS.
- 7.2.5** The capital costs of these proposals can be met from within the approved MTFS. £0.439m is included in the approved Parking Meters budget and £0.048m is in the approved Car Parking Improvements budget.
- 7.2.6** The 2021-25 MTFS has an estimated saving target of £0.327m in 2021/22 with a full year effect of £1.282m from 2022/23 onwards. These figures were based on a High-Level Business Case that including the following breakdown:



Option	Estimated Full year Financial effect
Introduction of charges in the free towns & villages	£608,500
Introduction of a uniform Sunday parking charge.	£33,250
Emission Based Parking Charges	£450,000
Introduction of On-Street Parking Charges.	£145,837
Standardisation of existing parking charges for 1hr and 2 hrs	£421,850
Incentives	-£200,000
Total Initiatives	£1,459,437
Reverse 2020-21 savings to be replaced with above	-£392,160
Reverse one off expenditure budgets	£215,000
<b>TOTAL</b>	<b>£1,282,277</b>

**7.2.7** Since adoption of the MTFS, detailed proposals on a number of these initiatives have been prepared to inform public consultation.

**7.2.8** The current annual forecast impact for each proposal to be taken forward to consultation, is shown below.

Proposal	Total
Charging across Towns & Villages	£601,800
Sunday Parking Charges	£33,250
Standardised Parking Charges	£480,500
<b>Total</b>	<b>£1,115,550</b>

**7.2.9** These estimates will be reviewed further once the results of consultation are known. The estimates will be updated to support the decision-making process of the Committee when the results of consultation are presented to the members for consideration.

**7.2.10** Any shortfall in the additional income forecasts in the current MTFS would have to be addressed in February 2022 as part of the process to approve the 2022 to 2026 MTFS.

**7.2.11** As part of the ongoing budget management process the Place Directorate is considering mitigating action to enable the budget for 2021/22 to remain balanced. This is necessary as the current forecast income for car parking is unlikely to achieve the forecasts in the MTFS.

### **7.3 Policy**

- 7.3.1** The proposals are consistent with, and support, the High-Level Parking Strategy within the adopted Local Transport Plan, the Council Corporate Plan 2021-25, the 2021-25 MTFS and the Council's 2021-22 budget.
- 7.3.2** If the Council does not undertake statutory consultation, the proposals cannot be implemented.

### **7.4 Equality**

- 7.4.1** An Equality Impact Assessment has been prepared for the project, including for the statutory consultation. The Council would comply with its statutory obligations required under law (see 7.1 Legal). In so doing, the Council will ensure that the consultation documents are available to residents who request assistance in relation to disability, minority language or other relevant protected characteristics.
- 7.4.2** An Equality Impact Assessment has been prepared to assess the impact of the proposals as a basis for any decision to implement in due course (see Appendix 4). This will be updated further to take account of the outcomes of the statutory consultation.

### **7.5 Human Resources**

- 7.5.1** The main implication for Human Resources impacts on the level of enforcement and notice processing capacity provided by the Council Parking Services Team. The introduction of additional parking regulations will require more staffing resources to facilitate the appropriate enforcement and recovery action where parking problems exist, which results in the issuance of Penalty Charge Notices.
- 7.5.2** Wider enforcement to take place in response to community needs, including covering patrols in response to Sunday and on-street parking problems may require changes to staff rotas which would be undertaken in liaison with staff, Human Resources and Union(s).
- 7.5.3** The communications plan that supports this consultation will advise trades unions and representative organisations for Council staff of these proposals.

### **7.6 Risk Management**

- 7.6.1** To ensure that stakeholders and the general public understand the proposals and how to respond, a Communication and Cascade Plan has been produced to detail the key messages, key dates, aims/ objectives, and stakeholders/ audience.
- 7.6.2** To manage the risk that these proposals displace parking into adjacent streets, before-and-after monitoring surveys will be undertaken. These surveys will assess the level of displaced parking

and inform technical assessments and the business case for any mitigation measures, for example the creation of new Residents Parking Schemes, Limited Waiting Bays or Waiting Restrictions. Subject to approvals, these surveys are expected to start in early 2022 to ensure that the Council has a strong evidence base on the impact of these changes, enabling timely preparation of plans for any mitigations that may be necessary.

## **7.7 Rural Communities**

**7.7.1** There are no direct implications for rural communities. It is acknowledged that rural residents will experience changes to parking charges when visiting any of the affected towns and villages.

## **7.8 Children and Young People/Cared for Children**

**7.8.1** There are no direct implications for children and young people/ cared for children.

## **7.9 Public Health**

**7.9.1** There are no direct implications for public health, although any greater incentive to use active travel, as an alternative to trips by car, will improve levels of physical activity and health.

## **7.10 Climate Change**

**7.10.1** These proposals, if implemented, would alter the relative costs of travel choices for residents in Cheshire East. Therefore, the proposals are considered to be a positive contribution to the Climate Challenge, as they are likely to encourage mode shift away from car travel.

<b>Access to Information</b>	
Contact Officer:	Richard Hibbert, Head of Strategic Transport & Parking Service Richard.Hibbert@cheshireeast.gov.uk 07866 157324
Appendices:	<ol style="list-style-type: none"> <li>1. Report of Car Parking Survey ('Car Parking Survey 2020 – Full Report vFINAL).</li> <li>2. List of existing car parks that charge and their proposed zones.</li> <li>3. Proposed changes to existing on-street parking places.</li> <li>4. Equalities Assessment</li> </ol>
Background Papers:	<p>Draft off street orders – available on request</p> <p>Draft on street orders – available on request</p>

Appendix 1 – Report of Car Parking Survey ('Car Parking Survey 2020 – Full Report vFINAL).