

GWYNEDD COUNCIL CABINET



Report to a meeting of Gwynedd Council Cabinet

Date of meeting:	16 February 2021
Cabinet Member:	Councillor Gareth Wyn Griffith
Contact officer:	Dafydd Wyn Williams – Head of Environment Department
Contact Number:	32371
Subject:	PARKING REVIEW

THE DECISION SOUGHT

Adopt the amendments to the Parking Strategy by changing the parking management arrangements and implementing the parking fees structure in Gwynedd to be implemented from 1 April 2021.

That the Head of Environment be authorised to take the necessary statutory steps to implement the revised fee structure from 1 April 2021.

REASONS FOR THE NEED FOR A DECISION

To update the parking strategy and offer appropriate solutions to meet the requirements of people in this modern age as well as to address the sufficient income level expected from the Department.

INTRODUCTION AND RELEVANT CONSIDERATIONS

1. BACKGROUND

- 1.1 Gwynedd Council's parking policies and procedures have remained more or less the same since 2015. We therefore believe that it is timely to review the current operational parking strategy and assess its suitability and relevance to the Council's requirements and the requirements of Communities today.

- 1.2 As part of the review, we will review the propriety of the current fees structure. The fees have not changed since 2015, not even to reflect inflation rates, unless communities have decided to increase fees by 10% in order to adopt a plan to withhold the additional income and reinvest into the community. The fees would have increased by an average of 12.5% if had they been adjusted regularly to reflect the impact of inflation.
- 1.3 As a result of the Communities Scrutiny Committee decision back in July 2019, a Parking Task Group was established to undertake a review. The Task Group consists of four local members, namely, Councillor Angela Russell; Councillor Annwen Hughes; Councillor Kevin Morris Jones and Councillor Gethin Glyn Williams who have collaborated constructively with Dafydd Wyn Williams, Head of Environment Department and other officers from the Department.
- 1.4 In accordance with the Communities Scrutiny Committee request, the Parking Task Group proceeded to hold a review in a considerate and cautious way and every effort was made to reach an appropriate balance between generating adequate income levels and keeping the Parking fees affordable for Gwynedd residents.
- 1.5 Following a series of meetings with the Parking Task Group, the working group recognised that it was inevitable to increase the current parking fees in order to generate sufficient revenue to address the Council's income target as well as the annual inflation increase.

The Group also acknowledged that a great deal had changed since the Council conducted the last review in 2015. There is an opportunity now to review the current arrangements and recommend improvements that are in keeping with the situation of the local economy and to maximise the use of software, which is now available.

- 1.6 A report was presented to the Communities Scrutiny Committee on 10 December 2020 giving an update on the Group's progress as well as options for consideration. The options and the possible impact on the County's residents and communities were discussed. The Committee;

RESOLVED: TO ACCEPT THE UPDATE AND SUPPORT THE RECOMMENDATION OF THE TASK GROUP THAT PAY AND DISPLAY FEES SHOULD BE INCREASED BY 10%.

2. PURPOSE OF THE REPORT

- 2.1 The main purpose of this report is to submit recommendations on how to improve future parking management. Proposals or options have been submitted for the majority of the subjects discussed, including an explanation or justification to support the chosen option. It outlines the potential financial and environmental effects and the potential impact on the local economy. Equality matters were also considered when preparing the report.
- 2.2 It must be acknowledged that parking can be a contentious issue and that proposals for parking management can prompt strong feelings from a personal and local perspective. However, we must look at the County as a whole and a review of the arrangements is inevitable in terms of financial sustainability in this challenging time for the authority's budgets to ensure that our practical management arrangements are effective and efficient.
- 2.3 Some of the proposals will not be to everyone's liking, but I believe that what I am submitting will set a direction and context for balanced and effective parking management in Gwynedd in the future.
- 2.4 The recommendations are also being proposed in order to secure a sufficient income to address the financial gap in the Council's budget, which will be £400,000 by 2022/23. The impact of inflation and VAT alone for the period since 2015 is around 12.5%.
- 2.5 The main headings considered are as follows:
- Main changes since the previous review in 2015
 - Proposal to change the structure of Parking Fees
 - Proposals / options for parking over the Christmas period
 - Proposal / options for Blue Badge holders
 - A proposal for Resident parking
 - Proposal / options to strengthen the Parking Enforcement Team
 - Opportunities / Considerations for the future

3. MAIN CHANGES SINCE THE LAST REVIEW

- 3.1 Over five years have elapsed since the current operational parking strategy was adopted. I believe that all of us are fully aware of the changes that have occurred during this period, which has had a considerable impact on our communities in the context of Parking. It was identified that the main changes since the last review were more electric vehicles, a reduction in cash use, events held in the County, an increase in the use of houses and holiday homes for holiday accommodation and an increase in the use of motorhomes. Refer to **Appendix A** (Parking Report - Communities Scrutiny Committee) for detailed information prepared by the Head and Officers of the Environment Department on these specific subjects.

- 3.2 With a great many historic streets in Gwynedd that have not been designed for bulky and heavy vehicles, we are now expected to try and offer appropriate solutions that meet the requirements of the modern age. Certainly, this year has been unusual and has maximised problems in terms of Parking throughout the County. This has been highlighted during our meetings with the parking Task Group.

Electric Vehicles

- 3.3 The Council is committed to undertake appropriate measures towards making the County carbon neutral by 2030, following the Climate Emergency declaration in 2019. Of course, one of the measures is to invest and install charging points in our car parks. It is proposed to install charging points in 23 locations during 2020/21.
- 3.4 An additional income target of £50,000 has been set for the Environment Department to meet by collecting income from charging points installed in our car parks. The next step is to set a fees structure for charging points that enable an effective turnover and use. The Environment Department is in the process of looking at what other Counties and private companies have done to outline the options.

Reduction in the use of Cash

- 3.5 With information technology developing rapidly and offering alternative methods of payment to people in the modern world, the vision is to introduce more machines where payment can be made with a debit or credit card at the Council's car parks. This method could be in addition to the traditional method of paying with cash.
- 3.6 Our aim in the long term is to monitor the use of the new method and conduct a review of the Council's current agreement to collect and bank money by identifying opportunities to reduce the frequency of collection, save money and in turn have a positive impact on the environment.
- 3.7 During summer 2020, an additional scheme was submitted enabling users to pay for parking using a mobile phone. The alternative method has proven popular thus far and we have received very positive feedback about the service's ease of use. We will continue to monitor the use of the additional method.

Events

- 3.8 Staging outdoor events and competitions is very popular by now and it is pleasing to see people descending into Gwynedd in order to participate and support. However, the Task Group had concerns that such events create huge disruption in some areas and parking specifically is a problematic matter.

- 3.9 The Task Group acknowledges that there are positive economic elements to holding events. The Task Group has also concluded that event organisers should be given a clear message that they are responsible for ensuring that the size of the event corresponds to the parking capacity available at the destination where their event is being held. The next step is to communicate clearly with event organisers and emphasise that it is unacceptable to use residential areas as capacity for the participants and supporters of their event.

Second homes and Holiday Accommodation

- 3.10 During the last few years, there has been a change in trends in terms of how people travel. There has been a general increase in the number of people who decide to stay in this country for their holidays, rather than go abroad, due to the uncertainty surrounding Brexit and the cost associated with overseas travel.
- 3.11 Certainly such an increase has economic, environmental and social impacts (including parking matters). The Task Group has been given to understand that some residential streets in the County where holiday accommodation is located suffer a substantial impact on parking capacity for local residents.
- 3.12 The Task Group is aware that parking cannot be managed on residential streets where no restrictions are imposed, and it is not possible to differentiate between those who are staying in holiday accommodation on the street and permanent residents. To move forward, the Environment Department is leading on a piece of work investigating how to get better control on the misuse of residential units for holiday use - the main output of the work will be to attempt to identify what mechanism can be used in an effort to manage the use of residential units for holiday use.
- 3.13 In an attempt to justify and strengthen any recommendations deriving from the research, the research will be conducted in relation to the impact of holiday accommodation on communities; this research will be carried out in the form of a residents' questionnaire, with parking being a specific matter that will be addressed.

Motorhomes

- 3.14 There has been a substantial increase over the past five years in those who travel around in their own or a hired motorhome. We recognise that the vast majority of motorhome owners are responsible and plan their routes and purposeful staying places before they commence their journey, it is obvious that many choose to stay overnight on streets, roads or in car parks.
- 3.15 The Environment Department and the Economy Department have erected 'No overnight parking' signs in many locations where complaints have been received, and on the whole, this has proved successful. The Task Group is satisfied with these arrangements, subject to the departments' continued monitoring.

- 3.16 The Task Group is also eager for the Department to re-establish bye-laws that existed on lay-bys adjacent to a road, to enable them to take enforcement steps against those who use them to park their motorhomes overnight.
- 3.17 Officers from the Environment Department will proceed with the above action points and will discuss and update the Parking Task Group on progress.

4. PROPOSAL TO CHANGE THE STRUCTURE OF PARKING FEES

- 4.1 The current parking fees strategy adopted back in February 2015, sets five specific bands to designate car park types in our County. The bands established at that time were based on the following criteria:

Current Criteria:

Banding	Criteria
Band 1	More than 350 retail shops.
Band 2	Between 100 and 350 retail shops + main market towns.
Band 3	More than 50 retail shops and other businesses and towns and villages impacted by the holiday season, coastal, historic and leisure / entertainment destinations.
Band 4	Over 20 retail shops and other businesses OR towns and villages impacted by the holiday season, coastal, historic and leisure / entertainment centres.
Band 5	Fewer than 20 retail shops and other businesses and no substantial seasonal impact.

A copy of the current fees structure can be seen in **Appendix B**.

- 4.2 The above criteria was sensible at the time, however, during the Task Group's discussions, it became obvious that there was scope to re-model and simplify the fees structure by reducing the number of bands, reconciling the enforcement hours and rounding up the 'odd' fees to the nearest pound. It was also highlighted that there was no further basis to differentiate the City of Bangor from the rest of the centres (Towns) in the County. In reality, the only difference between Band 1 and Band 2 is the enforcement periods, and so the Task Group felt that the enforcement period of Band 1 and Band 2 should be consistent, from 9.00am until 5.00pm in short-stay car parks, and for 24 hours a day enforcement in long-stay car parks.
- 4.3 The proposed banding criteria for the centres of Gwynedd are as follows:

Proposed Criteria:

Banding	Criteria
Band 1	Sub-regional Centre and the Urban Retail Centres (Providing the best range of services, employment opportunities and access to public transport)
Band 2	Retail and Local Service Centres (providing for the essential service needs of their own populations and the nearby rural catchment areas, together with some employment and retail opportunities. They have a good degree of accessibility by public transport to the higher-order Centres.
Band 3	Seasonal Car Parks

A copy of the full proposed fees structure and list of the effected car parks can be seen in **Appendix C**.

- 4.4 As you can see, the number of bands have been decreased from 5 to 3. It is proposed to adapt the enforcement hours to 9.00am until 5.00pm in short-stay car parks, and for 24 hours a day in long-stay car parks in order to be fair and consistent throughout the County.
 Clause 3.5 offers a further analysis of the proposed bands:

Band 1 - Proposed

- 4.5 In terms of fees, it is proposed to retain the fees within the proposed **Band 1** like the current structure, therefore the increase of 10% will not be operational:

Canolfan Isranbarthol a'r Canolfannau Manwerthu Trefol (Darparu'r ystod orau o wasanaethau, cyfleoedd cyflogaeth a mynediad i drafnidiaeth gyhoeddus)	Band 1 Arhosiad Byr		
			Dim Amrywiaethau Tymhorol
	1 Awr	1.00	Oriau Gorfodi: 09:00 - 17:00
	2 Awr	2.00	
	3 Awr	3.00	
	Band 1 Arhosiad Hir		
			Dim Amrywiaethau Tymhorol
	Hyd at 4 Awr	2.00	Oriau Gorfodi: 24 awr
	Hyd at 8 Awr	3.00	
	Hyd at 12 Awr	4.00	
Hyd at 24 Awr	5.00		

Band 2 - Proposed

- 4.6 In accordance with Task Group's request, **Band 2** fees have been adjusted from £4.50 for 8 hours and £7.50 for 24 hours to £5.00 for 12 hours and £10.00 for 24 hours.
- 4.7 The Task Group was of the opinion that the fees structure for short-stay car parks was fine, but felt that there were too many payment options for long-stay. A new and simplified fees structure is suggested for long-stay car parks. The areas within the current bands 3 and 4 would be most affected by the fees increase. It should be noted that these car parks are those that serve visitors and are subject to seasonal changes.
- 4.8 In order to highlight the change to the reader, this is a comparison with the current band in white and the proposed new band in blue.

Current Fees - Short Stay	
Summer	
Up to 1 hour	£1.00
Up to 2 hours	£2.00
Up to 3 hours	£3.00
Winter	
Up to 1 hour	£1.00
Up to 2 hours	£2.00
Up to 3 hours	£3.00
Current Fees - Long Stay	
Summer	
Up to 4 hours	£3.00
Up to 8 hours	£4.50
Up to 12 hours	£6.00
Up to 24 hours	£7.50
Winter	
Up to 4 hours	£2.00
Up to 8 hours	£3.00
Up to 12 hours	£4.00
Up to 24 hours	£5.00

New Fees - Short Stay	
Summer	
Up to 1 hour	£1.00
Up to 2 hours	£2.00
Up to 3 hours	£3.00
Winter	
Up to 1 hour	£1.00
Up to 2 hours	£2.00
Up to 3 hours	£3.00
New Fees - Long Stay	
Summer	
Up to 12 hours	£5.00
Up to 24 hours	£10.00
Winter	
Up to 12 hours	£3.00
Up to 24 hours	£6.00

- 4.9 As mentioned above, it is proposed to keep the fees the same for Short-stay Car Parks within the Retail and Local Service Centres (Band 2) therefore the 10% increase will not be operational.
- 4.10 In relation to the Long-stay Car Parks within Band 2, we anticipate that the above changes will generate more income for the Council as there is no option for users to pay for a shorter period than 12 hours in the car parks. However, in calculating the cost per hour to users of the Long-stay Car Parks, we can see that they are expected to pay a cheaper rate for the 12 hour period as a whole.
- 4.11 In order to provide the reader with a context for the proposed change, this is a summary of the impact per hour:

Impact per hour - Summer	
Up to 12 hours	- 8p
Up to 24 hours	+ 11p

Impact per hour - Winter	
Up to 12 hours	- 8p
Up to 24 hours	+ 4p

- 4.12 As I mentioned above, these car parks are those that serve visitors and are subject to seasonal changes.

Band 3 - Proposed

- 4.13 During the review, it became apparent that the income generated in some of the seasonal car parks within the existing band 4 are sufficient to pay for the costs associated with the collection and banking of money, equipment and support agreement for the machines, electricity and maintenance of car parks. Consequently, we believe that it is timely and there is justification to increase the fees.
- 4.14 In order to highlight the change to the reader, this is a comparison with the current band in white and the proposed new band (band 3) in blue:

Current Fees - Long Stay	
Up to 4 hours	£1.00
Up to 8 hours	£2.00
Up to 12 hours	£3.00
Up to 24 hours	£4.00

New Fees - Long Stay	
Up to 6 hours	£3.00
Up to 12 hours	£4.00
Up to 24 hours	£5.00

- 4.15 In order to provide the reader with a context for the proposed change, this is a summary of the impact per hour:

Impact per hour	
Up to 6 hours	+ 25p
Up to 12 hours	+ 8p
Up to 24 hours	+ 4p

- 4.16 We acknowledge that there is quite a substantial jump in the fee for the period of 6 hours; however, it is important to have a balance between the introduction of affordable fees and generating a sufficient income to at least pay for the maintenance of car parks. The fees within Band 4 are currently proving unsustainably cheap, therefore, we believe that there is strong justification for the proposed change.
- 4.17 It should be borne in mind that a large number of Gwynedd residents buy an Annual Parking Permit offered by the Council. The permit enables holders to park in any long-stay car park in the County without any time limit. In accordance with this review, there is a recommendation to increase the cost of this permit from £125 to £140 per annum (in order to address inflation). Permit holders who use a car park daily would pay £11.67 a month, equivalent to 39p a day. The Task Group was of the view that the permit continues to offer value for money.

*We appreciate that £140 is expensive to pay as one payment, therefore, I wish to highlight that there is an option to purchase a permit for a period of 6 months for £70.

- 4.18 The above proposed fees compared to the equivalent fees in other Local Authorities in Wales continue to be comparative and reasonable.

- 4.19 In 2015, a model was drawn up to estimate the likely income based on various fees. There was a formula within the model to consider a number of factors that can influence income levels such as user trends, seasonal changes to fees and turnover in the busiest car parks before calculating the total income via a sensitivity analysis. This was no mean feat as the income levels are influenced by several factors and many of those are beyond the Council's control and the extent of their influence cannot be presumed. However, the total income that derived from the review fell within the 'likely income' category in accordance with the analysis.
- 4.20 As a result of the model's success, it was resolved to use it during this review as well as to calculate the income that may derive from the proposed fees structure. Officers from the Environment Department have of course checked the data in order to ensure its accuracy and validity.
- 4.21 In terms of adopting the proposed fees structure, we are fairly confident that the changes can generate income that is sufficient to meet inflation and identify additional savings.

5. PROPOSAL FOR PARKING OVER THE CHRISTMAS PERIOD

- 5.1 The Task Group acknowledges the importance of the principles associated with permitting free parking over the Christmas period, but it appears that there is room to improve the arrangements. Local businesses are also competing more than ever against the web following events this year.
- 5.2 Gwynedd Council has offered free parking in all pay and display car parks over the Christmas period for around 12 years. At present, the parking strategy outlines that free parking will commence two weekends before Christmas and will continue for about a fortnight. There is no time restriction, e.g. free parking commencing after 11am has been a part of the scheme in the past, which is different to neighbouring Councils.
- 5.3 However, it has become apparent that workers take advantage of this offer and use the most convenient bays to park closer to their workplace. This of course means that the best parking bays are not available to shoppers, which undermines the purpose of the scheme.
- 5.4 As you are aware, current arrangements mean a loss in income of approximately £45,000 annually. However, the Council is not eager to do away with the scheme as local businesses consider it to be beneficial and therefore the Task Group proceeded and discussed alternative options.
- 5.5 These are the alternative options submitted to the Communities Scrutiny Committee together with the financial impact:

	Options - Free Parking Periods	Estimated loss of income
A	1 week before / after Christmas	£22,500
B	28 - 31 December + the first week in January	£37,283
C	The First Week in January only	£24,426
D	Current arrangements but free parking from 10am to prevent workers from taking the best bays	£45,000

5.6 The Task Group was of the opinion that many visited our main destinations during the period prior to Christmas, but that January was a very quiet time. The Task Group was eager for consideration to be given to offering free parking in January, and possibly reduce the period prior to Christmas so that there would be no financial impact. Heartening feedback was received from the Communities Scrutiny Committee who were open to consider the above alternative options. As a Task Group, we will continue to discuss and weigh up the suitability of the alternative schemes before we come to a firm decision for Christmas 2021.

6. PROPOSAL / OPTIONS FOR BLUE BADGE HOLDERS

6.1 Discussions were undertaken with the Task Group regarding the Blue Badge scheme that allows badge holders with disabilities to park for free in any Gwynedd Council Pay and Display Car Park.

6.2 Task Group members were in agreement that the best option for now was to leave the scheme as it is. The Task Group acknowledges that the lives of blue badge holders are difficult enough without having to fetch a pay and display ticket from a machine. In addition, on the grounds of road safety, there is an argument in retaining the free parking for blue badge holders in our car parks as they are entitled to park on double yellow lines for a period of up to three hours. This could possibly undermine road safety for other users.

6.3 We will therefore set aside the scope for adapting the Blue Badge scheme for now and revisit the options in the future.

7. A PROPOSAL FOR RESIDENT PARKING

7.1 The current resident parking policy is essential so that the Council can recover its costs when adopting a residents parking scheme in any location. Briefly, this scheme allows a resident to have a permit for up to two cars.

7.2 Discussions were held with the Task Group regarding the Resident Parking scheme and the background was given regarding how Resident Parking schemes were established following a consultation process. The Task Group accepts that there is a need for the vast majority of the residents of a street or area to be supportive of such schemes before restrictions can be imposed. The Task Group also acknowledges that such schemes need to be self-financing, therefore, residents who take advantage of such schemes need to pay an annual fee.

7.3 The Task Group proposes that this policy should be retained in its current form as it continues to be fit for purpose. There is a Proposal to review the annual fees and increase these to meet with inflation only.

8. PROPOSAL / OPTIONS TO STRENGTHEN THE PARKING ENFORCEMENT TEAM

- 8.1 Gwynedd Council adopted the powers for parking enforcement in 2010, with a team of 15 Civil Enforcement Officers at the time. By now, the team has been reduced to 8 Officers who undertake enforcement work throughout the County according to a rota.
- 8.2 In accordance with the Traffic Management Act 2004, it is expected that the income collected from fines will go towards funding the enforcement team and the support it requires.
- 8.3 The existing cost of the enforcement team is £196,000 (18/19) and £380,000 (18/19) income from fines is collected annually by us. Annual overtime costs are approximately £9,000 and this due to the availability of officers to ensure core presence on occasions.
- 8.4 Seasonal appointments to these posts are difficult due to the investment required in training and mentoring. The sickness absence level of the team is relatively high, and these officers need to be out in all weathers and of course, they occasionally receive verbal abuse and, on occasions, physical abuse, due to the nature of the job.
- 8.5 In accordance with the Task Group's request, officers have outlined the size of the team required to ensure sufficient accessibility and support. Following full consideration of the options, it was identified that there was a need to appoint an additional full-time officer.
- 8.6 It is proposed to use £28,000 (per annum - including pension and tax) from the income that emanates from fines to employ an additional full-time officer. Certainly, this additional resource would reduce the need for overtime payments and would make a valuable contribution towards the strategic objectives of the team, e.g. raise customer service standards by addressing problematic locations urgently, increased attendance during events in order to ensure safety and the like.

9. OPPORTUNITIES / CONSIDERATIONS FOR THE FUTURE

Car park assets in other departments:

- 9.1 The Council evidently owns a number of car parks in Rural Parks, Leisure Centres etc. Obviously, the management procedures of Council Departments differ from each other in terms of how they deal with the assets.
- 9.2 As the Council is seen by the public as one uniform body, it is considered that it would be worth adopting the proposals outlined in this review for all parking assets in the Council's ownership. It is also considered that it would be much more practical if the management of all the assets come under the Environment Department. This can ensure consistent management of the assets.

- 9.3 It is proposed that the Economy and Community Department transfer their assets to the management of the Environment Department and to work together to ensure that a sufficient income stream goes towards the Economy and Community Department savings targets.

Private car parks

- 9.4 The Environment Department has been successful in attracting and undertaking management activities including enforcement in many private car parks such as Ysbyty Gwynedd and Galeri, Caernarfon.
- 9.5 There are variations in the scope of the activities and the financial arrangements of the bodies that have commissioned Gwynedd Council to provide these services. This is unavoidable for meeting enforcement and administrative costs to respond to the needs of the landowners in question in individual contracts.
- 9.6 Contracting with private / public bodies to manage car parks is obviously an opportunity to generate income, but the arrangements and fees should be reviewed regularly and monitored against the actual costs of managing the assets. This will ensure that providing activities does not cost more to the Authority than what the management fee generates. We will take action on any situation creating a financial loss by renegotiating or ending the agreement.
- 9.7 Other establishments have expressed an interest to have a contract with the Council such as Bangor University, however, we feel that it is key to strengthen the parking enforcement team by employing an additional officer to be able to achieve the terms of the agreements that already exist and consider contracting with other external bodies /companies.

10. IMPACT ASSESSMENT

- 10.1 As part of the review, consideration has been given to the effect that some of the options for changing the parking arrangements could have. Whilst it is accepted that an increase in parking fees is not popular, there is recognition that they are an appropriate and a necessary way of managing traffic and supporting the local economy.
- 10.2 An assessment [**Appendix D**] has been prepared in order to consider the impact of the proposed options or offers and the relevance of the proposals to the general equality duties and to all of the equality groups [protected characteristics]. It is considered that the main matter to assess is the possible effect of the changes on blue badge holders. As mentioned in clause 6 above, we propose to set aside some changes to the Blue Badge scheme for now and revisit the options in the future.

- 10.3 In addition, the task group was alert to the fact that we need to address today's needs without damaging or hindering Future Generations. This report has a particular focus on issues associated with parking, however, there is a vital link to the principles of the Well-being of Future Generations Act [Wales] 2014, whose main aims are to create a healthier Wales where the Welsh language thrives through addressing topics such as introducing electric vehicles, alternative payment methods and second homes and holiday accommodation.
- 10.4 It is not considered that this proposal to restructure parking fees in Gwynedd is detrimental or that it has a disproportionate effect on any group of residents.

11. RECOMMENDATION

- 11.1 Adopt the amendments to the Parking Strategy by changing the parking management arrangements and implementing the parking fees structure in Gwynedd to be implemented from 1 April 2021.
- 11.2 That the Head of Environment be authorised to take the necessary statutory steps to implement the revised fee structure from 1 April 2021.

VIEWS OF THE STATUTORY OFFICERS

The Monitoring Officer:

On the adoption of the recommendation the statutory procedures under the Road Traffic Regulation Act 1984 will need to be followed in order to bring the fees into force.

Head of Finance:

Fees and prices should be reviewed regularly, and I note in part 1.2 of the report that the parking fees have not increased over the past six years, other than a 'premium' set by some community councils. I understand that the Environment Department has reasonably considered options before proposing a change to some fees which, based on its departmental model (and its projections in terms of the number of cars parking), meets the income target in the parking service's budget (part 4.21 of the report).

I note that the new parking fees structure seems to increase prices in some car parks which serve visitors, without increasing the fees in the shopping car parks of the main towns. This proposed parking fees structure should benefit local retailers, however, the actual income of the parking service will need to be monitored carefully to ensure that the Environment Department's modelling work has forecast this accurately.

The report notes that some elements require further attention during 2021, such as parking over Christmas, fees for charging points etc. However, the shift to offer more electronic payment methods is certainly welcome

Appendices

Appendix A Main Changes [Appendix A - Communities Scrutiny Committee Report]

Appendix B Current Fees Structure

Appendix C Full proposed Fees Structure