

Comments Sheet

SCRUTINY REVIEW OF ON-STREET PARKING

Environment Scrutiny Committee on 20 April 2009 considered the findings of the Scrutiny Review and the Committee:

RESOLVED: That

- a) **The report of the Scrutiny Review of On-Street Parking be approved;**
- b) **The report be forwarded to the Hereford City Council for comment, particularly in relation to recommendations 4.a, 4.f, 4g and 9a, and to the Director of Resources for comment, particularly in relation to recommendation 5.c**
- c) **Following receipt of the responses from b) above the report of the Scrutiny review of On-Street Parking, together with the responses be submitted to the Executive for consideration.**
- d) **The Executive's response to the Review, including an action plan, be reported to the first available meeting of the Committee after the Executive has approved its response;**
- e) **A further report on progress in response to the Review be made to the Committee after six months with consideration then being given to the need for any further reports to be made.**

Hereford City Council

In accordance with part b) Hereford City Council were invited to comment. The below was received on 1 June 2009 by e-mail from the Town Clerk

PARKING REVIEW

Thank you for reminding me about the due date for parking review responses.

The only comment which has been put to me was concerning a point raised in the earlier Scrutiny Report. This was the issue of small businesses who do not have commercial vehicles but which collect supplies from the wholesalers etc by car, often an estate or hatchback. These users are penalised if they are in a loading only area as Parking Offices only recognise commercial vehicles as loading. Relaxation of this rule would greatly assist the smallest businesses in the City.

Steve Kerry
Town Clerk
Hereford City Council

Tel 260454

Since the above Hereford City Council formally considered the Scrutiny report at its meeting of the Planning & Highways Committee on 24 June 2009. The below was received on 25th June by e-mail from Mr M Inglis:

The Planning & Highways Committee considered this item on the 24 June. There was broad consensus that it was a good report and the following comments were recorded.

“There is a lack of solid data to underpin the report, therefore further research on city centre parking would be helpful to inform decision making. Provision of short term free parking is highly valued by residents and attempts to change this would be politically difficult with potentially damaging economic effects. Please keep existing levels of on street parking within the city Park & Ride needs to be placed well outside of the city boundaries to be effective, evidence from elsewhere suggests that the capitals costs for sites and security are high and only succeed when city centre parking costs are both high and scarce. Bus services to park & ride need to be frequent, every 10 minutes or so with quick access through traffic to drop off and these routes do not currently exist. The costs of running a park & ride are likely to exceed any income generated. The City Council consider the resident parking recommendations to be sensible. Telephonic systems, are both expensive to operate and can be inconsistent due to technological issues and if some areas, poor mobile phone networks. Resident would prefer a system that they could pay on exit and with machine that give change. It is important to remember that 47% of spaces in the City Centre are privately owned and changing behaviour from motorists who use these spaces will not be easy to achieve. As for green travel plans, the City Council has not seen any evidence that they have anything but a minor impact”

I hope these comments are of help

Director of Resources Herefordshire Council

In accordance with part b) the Director of Resources was invited to comment. The below was received on 2 June 2009 by e-mail from Mr D. Powell:

In 2008-09 the final outturn for car park income was £1,990,570 and this is part of the Environment and Culture Directorate's base budget.

The implication arising from the adoption of recommendation 5c would be to create an immediate budget shortfall of £1,990,570 because the funding would transfer to meet other requirements. In other words this would not be financially sustainable.

An alternative proposal could have been to look at funding prudential borrowing to meet investment requirements; however this would need to be assessed against other bids.

David Powell

Director of Resources