

Car Parking in Torbay

Report of the Overview and Scrutiny Board to the Mayor and Council
August 2016



1. Introduction

- 1.1 In considering the Mayor's budget and savings proposals for 2015/2016, the Overview and Scrutiny Board recommended that a review of car parking be undertaken. The Mayor, in his response to the Board's report, supported the recommendation and indicated that he would be asking officers to undertake a full review covering the main issues raised by the Board. The Executive Head – Business Services was tasked with undertaking that review and he published his report in March 2016. The report from the Review of Parking in Torbay is available on the Council's website at <http://www.torbay.gov.uk/parkingreviewreport.pdf>. The Review will be used to inform the production of an updated Parking Strategy which sits beneath the Devon and Torbay Local Transport Plan (2011-2026) and will be used to help determine future parking tariffs.
- 1.2 The Review of Parking was presented to the Overview and Scrutiny Board on 30 March 2016 at which time the Board appointed a Task-and-Finish Group to provide feedback on the recommendations within the Review and on the draft Parking Strategy once it is released for consultation.
- 1.3 The Task-and-Finish Group comprised Councillors Ellery, Robson, Sanders, Stockman (Lead), Stocks and Thomas (D). It first reported back to the Board on 13 April 2016 whereby the Board accepted the views of the Group and asked that the Task-and-Finish Group continue to meet to discuss some of the issues relating to parking in Torbay in more detail. The original views of the Group are set out in Appendix 1 to this report and have been updated to take account of the views within this report.
- 1.4 The Group has met on a number of occasions and has discussed issues with the Executive Head – Business Services. This report sets out the views and recommendations which the Task-and-Finish Group have made to the Overview and Scrutiny Board. The Board now commends the report to the Mayor and Council.

2. Findings

Parking Tariffs

- 2.1 The Task-and-Finish Group reviewed the proposed tariffs for both on- and off-street parking in Torbay as well as the charges for the various permits that the Council offers. Recommendations have been put forward in this respect and calculations have been undertaken to show the impact of those recommendations. The calculations assume the current level of usage rather than a "buy-down" for the tariff. ("Buy-down" is the assumption that when tariffs change, a percentage of customers will buy the lower tariff and stay less time, rather than pay the additional charge. Normally, the Council uses a "buy-down" of up to 20% to ensure that the figures upon which decisions are made are realistic.)
- 2.2 The recommendations in relation to parking tariffs are included in Appendix 2 to this report with the recommendations in relation parking permits in Appendix 3.
- 2.3 In putting forward its recommendations for tariffs, the Task-and-Finish Group felt a set of tariffs based on 50p would be simpler to understand and remember and would make it easier to find change for the parking machines. The Group recommend that the tariffs are set for three years.
- 2.4 In terms of the proposals for parking permits, the Group felt that the Council should aim to increase the number of people purchasing an annual permit as it would encourage more residents to shop and socialise in Torbay and therefore spend money in the local economy.

The use of permits meant that people were not time limited and could be tempted to “linger for longer”. The removal of the option for commuter permits would also encourage footfall in Torbay with it not costing any more for workers to spend leisure time in the Bay.

- 2.5 In order to encourage the purchase of permits, it is proposed that the cost of the annual permit is reduced to £300 and that it should be available to be purchased via monthly Direct Debit. This would enable the removal of the option to purchase monthly permits. Advertising the permit at the rate of £25 per month would make it an attractive proposition.
- 2.6 It was felt that reducing the cost of the annual permit would lead to a bigger take-up of the permit meaning that overall the Council would not lose revenue. It could be promoted as good news story for Torbay with benefits for residents and workers with a positive impact on the economy.
- 2.7 Consideration was given to whether the off-peak permit could be sold at £5 per month via Direct Debit which would make it an attractive proposition whilst at the same time representing an increase in revenue to the Council. However, the cost of enforcing any non-payment of meant that this was not felt to be an economic option.
- 2.8 The Group feel that parking permits should be better promoted with a new marketing strategy.

Car Parks in Torbay

- 2.9 The Panel discussed a number of issues in relation to car parks in Torbay and the impact that this had on the use of the car parks and the wider implications for the economy of Torbay.
- 2.10 The proposal to change the designation of car parks from Beach, Leisure and Town Centre to Long or Short Stay was supported. The busiest car parks should be designated as short stay.
- 2.11 It was felt that consideration should be given to renaming some of the car parks in Torbay meaning that visitors to the area had a clearer understanding of the amenities in the vicinity of the car parks and, conversely, could more easily determine the car park to use for their visit to specific attractions. The example was provided of Oxen Cove and Freshwater Quay car parks in Brixham which could be renamed Brixham Harbour Car Park.
- 2.12 The Panel agrees that the existing arrangements and future options for a Park and Ride Facility in Brixham should be reviewed. It is important to recognise that, should development go ahead at Oxen Cove/ Freshwater Quay and in Brixham town centre, additional car parking provision for tourists and visitors would need to be found.
- 2.13 The Panel discussed the current methods of paying for car parking and there was general agreement that new ticket machines should require users to input their registration numbers (to stop the transfer of tickets between customers) and that card payment options should be available. It was accepted that the introduction of machines which gave change would not be feasible due to the cost implications. The introduction of pay-on-exit at additional car parks was also welcomed.
- 2.14 In terms of parking for motorcycles, it is understood that there are many areas within our car parks in which bikes can park. However, the Panel believe that the Council’s website needs improvement to be more user-friendly and to provide better information to visiting bikers on both parking in car parks and on the street.

The Esplanade, Paignton

- 2.15 The Review Panel had a detailed discussion with officers on the recommendation within the Review of Parking that the reasons for closing the Eastern Esplanade in Paignton during the summer months should be review and that the entire site should remain open for parking.
- 2.16 Eastern Esplanade is located immediately adjacent to the sea wall where it bisects the beach and Paignton Green. It serves a number of local businesses including the pier, restaurants, beach goods, crazy golf, a cinema and other traders. In addition it provides an extremely attractive location to park in and enjoy sea views or to visit the local amenities including the busy Geo Play Park.
- 2.17 In addition to the above, the carriageway and the adjacent park are used to stage local events throughout the summer including weekly Paignton Bike Nights, funfairs, trade fairs, carnivals and other attractions. It can also be used for large events like the recent Air Show.
- 2.18 The present legal status of Eastern Esplanade is 'public highway'. As a result of this, there is an obligation on the Council as the 'highway authority' to operate it as it would any other such highway, which means that there are legal processes that must be followed to effect temporary closures and limits to the type of permitted activities. The Panel heard that it is because of the costs associated with applying for closures and to increase the scope of activities that the Parking Review has recommended that the Council consider the option to deregulate this road and to remove some of the legislative barriers to permitted activities.
- 2.19 With regard to cycling, the present cycle route would remain as an integral part of the area with no change in status. The route will form part of the National Cycle Network and the coastal route from Hollicombe to Goodrington. Similarly the rights of access to businesses served from the existing highway would remain in place.
- 2.20 There would be no need for any significant physical changes to the proposed area and the land will still be in public ownership as the sub-soil belongs to Torbay Council.
- 2.21 It was explained that the anticipated benefits of this proposal were:
- Easier to open and close the parking area, especially for events, as there would be no significant legal paper work involved as there would be for a highway closure.
 - The 'public highway' status effectively limits the number of planned closures that can be conducted per year.
 - Opportunity to open the area more often, if required, during the season thus encouraging more use of the area, which should help support the local businesses.
 - Disabled Blue Badge Holders would be treated as per other customers in a car park allowing the Council to manage the parking spaces better.
 - The Blue Flag Beach Awards will operate over a shorter period (due to budget cuts) thus removing the necessity for banning vehicles throughout the whole of the summer period.
 - The change in status means that the scheduled walked safety inspections will be increased to a monthly frequency rather than the three monthly inspections associated with the current highway category. This should result in defects being identified and repaired earlier.

- 2.22 Consultation, in particular with Paignton Community Partnership, would be ongoing and any implementation, if agreed, would be staged and monitored in order to ensure that children's safety was paramount.
- 2.23 The Review Panel was therefore broadly in agreement with the proposal to reclassify the Eastern Esplanade, Paignton meaning that the entire site could remain open for parking.

Controlled Parking Zones

- 2.24 The Task-and-Finish Group supported the recommendations of the Executive Head in relation to Controlled Parking Zones, in particular that any new CPZs should cover a minimum geographic area. It is also recognised that the costs of establishing and maintaining CPZs has risen and it was therefore accepted that the costs of the permits should be increased. Consideration should be given to enabling permits to be purchased by monthly Direct Debit.

Other Parking Issues

- 2.25 There continues to be areas in Torbay, notably in Brixham, where poor parking makes access difficult for emergency vehicles and other large vehicles such as the refuse lorries. It was reported that there were several critical roads in Brixham where delivery vans and TOR2 collection vehicles have to abort every week. There are also reports of fire engines having to "bump" cars onto pavements on the way to a fire.
- 2.26 The Strategic Asset Review being undertaken by Devon and Somerset Fire and Rescue Authority has identified how smaller Light Rescue Pumps and Rapid Intervention Vehicles could be deployed in towns such as Brixham. This would match the resources of the fire and rescue service against risk taking account of the infrastructure in the towns and villages it serves. Whilst parked vehicles had not been identified as a specific issue by the Fire Authority in undertaking its review, the task-and-finish group felt that the Council should consider adopting a policy whereby named roads would have one side only parking for residents.
- 2.27 The Group also felt that changes in parking restrictions should be undertaken in consultation with Ward Councillors, Brixham Town Council (where appropriate), Community Partnerships and businesses to ensure that issues can be resolved prior to actions being taken. No decision relating to changes in parking should be taken in isolation.

3. Draft Parking Strategy

- 3.1 The Group considered the draft Parking Strategy as part of the consultation process. It was felt that the Strategy took account of the findings within the Review of Parking and reflected the views of the Task-and-Finish Group. The Strategy will support businesses in Torbay and provide stability if the recommendations for three year fixed tariffs are implemented. The Strategy sets out clearly what "good" looks like through the articulation of a set of values which reflect the Council's Corporate Plan ambitions and principles.

4. Recommendations to the Mayor

- 4.1 That the draft Parking Strategy for 2016-2021 should be forwarded to the Council for adoption within the Policy Framework

4.2 That the Executive Head of Business Services be asked to take account of the views expressed in the Overview and Scrutiny report as he puts the Parking Strategy into operation.

5. Recommendations to the Council

5.1 That the tariffs for car parking and parking permits be agreed.

Appendix 1 – Overview and Scrutiny Board Response to the Review of Parking
 (Updated to take account of the views within this report)

Review of Parking

	Recommendation	Response from Task-and-Finish Group
1	Develop a single high level strategy for the delivery of parking services in Torbay with clear aims and objectives, which will form part of the Council's Policy Framework.	Agreed but that this should form of the overall Local Transport Plan Delivery Plan.
2	Create a single operational policy document and action plan that will deliver the agreed parking strategy and will include clear guidance and protocols to cover parking arrangements during events and parking for volunteers.	Agreed but that this should form of the overall Local Transport Plan Delivery Plan.
3	Off-street parking charges should be simplified and the classification of Beach, Leisure & Town Centre car parks should be replaced with either Long Stay or Short Stay.	Agreed. The busiest car parks should be designated as Short Stay with the maximum stay being three hours.
4	A schedule of parking tariffs should be agreed that reflect the Council's need to grow income by 3% year on year. Consideration should be given to achieving income growth through increased use resulting from lower tariffs rather than simply increasing the charges.	This recommendation needs to be considered in light of legislation and guidance on the use of car parking income.

Appendix 1 – Overview and Scrutiny Board Response to the Review of Parking
(Updated to take account of the views within this report)

5	The policy of promotional winter parking charges should be continued between the beginning of November and the third week of March.	Agreed.
6	A selection of revised parking tariff options were published in the Review of Parking.	The Task-and-Finish Group has made recommendations on parking tariffs as set out in Appendix 2 to this report.
7	All new ticket machines should provide a facility to input vehicle registration number details to avoid the transfer of tickets. The specification of all new machines will be reviewed to ensure that card payment options are available where needed.	Agreed.
8	Pay on Exit car parks are popular and consideration should be given to providing this option at other sites such as Brixham Central, Victoria, Sheddon Hill and Beacon Quay (middle deck).	Agreed.
9	Public awareness of the Park Mobile option should be improved through better promotional activity.	Agreed but recommend machines should take card payments and be upgraded as technology and funding becomes available.
10	The charges for reserved parking bays should be set on an area-by-area basis to reflect supply and demand.	Agreed.
11	The 10% discount for vehicles in Vehicle Excise Duty Bands A, B and C be discontinued.	Agreed.

Appendix 1 – Overview and Scrutiny Board Response to the Review of Parking
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12	A selection of revised parking permit tariff options were published in the Review of Parking.	The Task-and-Finish Group has made recommendations on parking permits as set out in Appendix 3 to this report.
13	The Executive Head of Business Services should review the points of sale for parking permits, where commission is paid to third party operators, so as to maximise the Council's income.	Agreed.
14	Monthly permits should be discontinued once the Direct Debit option is available with weekly or 3-day permits serving the visitor market.	Agreed.
15	Parking Services should consult with tourism industry leaders to keep under review the parking needs of visitors and the availability of suitable parking permits.	Agreed.
16	Only one vehicle registration number to be allowed on any permits and an administration fee to be charged to change any details on a permit.	Agreed.
17	The Executive Head of Business Services will review the options to deliver a more efficient parking permit system, including the potential for shared services and the use of smarter technology.	Agreed.

Appendix 1 – Overview and Scrutiny Board Response to the Review of Parking
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18	In addition, Torbay should continue to work with neighbouring local authorities to undertake joint tendering and procurement of parking systems, equipment and other appropriate acquisitions.	Agreed.
19	The Executive Head of Business Services will implement different marketing techniques, including the use of social media, to promote the availability of different parking permits in Torbay.	Agreed.
20	Consideration should be given to investment in vehicle branding and advertisement to promote a positive message of the parking service as a whole (including parking enforcement).	Agreed.
21	The Executive Head of Business Services should work with other parking providers within Torbay to explore the opportunity to introduce an integrated/transferable car park pass.	Agree but this is likely to be difficult to deliver.
22	The existing 3-day permit be amended to allow it to be used on three non-consecutive days.	Agreed.

Appendix 1 – Overview and Scrutiny Board Response to the Review of Parking
(Updated to take account of the views within this report)

23	The Council should become more commercially astute with the online sales of parking services. Available services should be easy to identify and to understand. The tariff system needs to be straightforward and the website functionality should facilitate quick payment options with the ability to follow up active interest by capturing data in the early stages of any online enquiry.	Agreed.
24	The Council should introduce the direct debit option as soon as possible to allow customers to pay for annual permits and spread their costs. A small surcharge should be applicable for this service.	Customer to be given the choice of whether monthly or quarterly and recommend no charge should be administered.
25	The Council should set aside funding to tackle the priority repairs within car parks and embark on a programme of investment in key areas such as painting, lighting, upgraded ticket machines and line marking where appropriate to ensure that the offer remains both safe and attractive.	Maintenance program to be set with time scales commencing with the most utilised car parks in order to ensure first impressions are welcoming. Together with implementation of new signage which clearly define long and short stay car parks. Further, we recommend the introduction of Picnic Areas at the edge of car parks near Beaches and in the Countryside to improve the offer.
26	The signage at all car parks needs to be simplified and refreshed as soon as possible. In particular the backboards behind the ticket machines represent the point of sale and they need to be both informative and attractive so that the service is seen to represent value for money.	Agreed. See comments in relation to 25 above.

Appendix 1 – Overview and Scrutiny Board Response to the Review of Parking
(Updated to take account of the views within this report)

27	The Executive Head of Business Services should cancel the Council's membership of the Park Mark® Safer Parking Scheme as a budget saving measure.	Agreed
28	The Executive Head of Business Services should explore all opportunities for further income generation within the Council's car parks as part of wider holistic approach to identifying new income streams.	Agreed.
29	Kilmorie, Meadfoot Beach and Torre Valley car parks earn very little income and could be considered surplus to service requirements. The Council should consider alternative and/or additional use of these assets to maximise potential income.	Maybe lease rather than sell in the first instance. Business case to be made and each to be judged on its own merit, this should include usage and revenue in both summer and winter seasons.
30	The existing coach parking spaces in Sheddon Hill car park should be removed and converted to car parking bays so as to maximise income to the Council.	Agreed given the coach spaces at Lymington Road.
31	The Executive Head of Business Services should review all of the on-street parking meter sites that were not pursued and also identify any new locations. If appropriate and subject to any necessary consultation, additional on-street parking meter sites should be implemented.	Recommend this should be fully costed and only if it demonstrates a fair and reasonable turnover of parking bays should it be implemented especially where there are already difficulties with on street parking. There should be consultation with Ward Councillors, Community Partnerships Town Council and Businesses.

Appendix 1 – Overview and Scrutiny Board Response to the Review of Parking
(Updated to take account of the views within this report)

32	The reasons for closing the Eastern Esplanade during the summer months have been reviewed and it is recommended that this entire site should remain open for parking.	See narrative within the report.
33	Paignton Community Partnership should be consulted on a proposal to change the status of the Eastern Esplanade at Paignton such that it is no longer classified as a highway.	See narrative within the report.
34	A mobile camera enforcement vehicle should be reintroduced in Torbay to improve road safety for children outside school entrances and to reduce the road safety risks presented to public transport users. Strict operating procedures should be applied to any mobile camera enforcement vehicle to ensure that the law abiding motorist is not penalised.	Agreed.
35	Existing arrangements and future options for a Park & Ride facility at Brixham should be reviewed given the uncertain future of the Brixham Central car park and the intended strategic land use of Freshwater Quarry and Oxen Cove.	Priority should be given for a Council run Park and Ride Scheme for the Summer months to be piloted. Recommend investigation in to wider Park and Ride Strategy for Torbay.

Appendix 1 – Overview and Scrutiny Board Response to the Review of Parking
(Updated to take account of the views within this report)

36	A set of revised criteria should be introduced to cover the promotion and implementation of a CPZ (including Residents Parking bays). The Council needs to properly manage the realistic expectations of residents who do not benefit from their own off-street parking. Controlled Parking Zones should only be recommended for implementation by professional Council officers. Charging for CPZ parking permits should reflect the whole life cost of any scheme and should aim for full cost recovery (administration, design (including any costs where works may be undertaken by a third party), signs, lines, enforcement, etc.)	Recommend that where CPZs are to be removed or new ones implemented that consultation with Ward Councillors, Community Partnerships, Town Council and Police take place. That an assessment is undertaken of Parking Spaces marked as Disabled Parking in residential areas take place in order to ascertain whether they are still required, especially in areas where parking is limited. See narrative within the report.
37	All existing CPZs should be reviewed and any inappropriate schemes should be revoked.	See comments in relation to 36 above.

Appendix 2 – Overview and Scrutiny Board Recommendations for Parking Tariffs

Off Street Parking – Summer

Daily Off-Street Parking Charges (Existing) SUMMER				Option 1	Option 2	Option 3	Option O & S 'Fixed' Set for the next 3 years	Option 4 'Fixed' Set for the next 3 years
	22nd March to 30th November (inclusive)			22nd March to 1 st November (inclusive)	22nd March to 1 st November (inclusive)	22nd March to 1 st November (inclusive)	22nd March to 1 st November (inclusive)	22nd March to 1 st November (inclusive)
Time Period	Beach	Leisure	Town Centre	Either Short Stay or Long Stay	Either Short Stay or Long Stay	Either Short Stay or Long Stay	Either Short Stay or Long Stay	Either Short Stay or Long Stay
Up to 30 minutes*		70p	70p	50p	60p	£1.00	£1.00	£1.10
Up to 1 hour	£1.50	£1.30	£1.30	£1.00	£1.20	£1.50	£1.50	£1.60
Up to 1.5 hours	£2.00	£1.80	£1.80	£1.50	£1.80	£2.00	£2.00	£2.20
Up to 2 hours	£2.50	£2.30	£2.30	£2.00	£2.40	£2.50	£2.50	£2.70
Up to 3 hours	£4.00	£3.30	£3.30	£3.00	£3.60	£4.00	£3.00	£4.20
Up to 4 hours	£4.50	£4.00	£4.00	£4.00	£4.80	£4.50	£4.00	£4.70
Up to 5 hours	£5.50	£5.00	£5.00	£5.00	£6.00	£5.50	£5.00	£5.70
Up to 24 hours	£8.00	£8.00	£8.00	£8.00	£8.00	£10.00	£10.00	£10.00
Night time charge (6 p.m. – 8 a.m.) **	£2.20	£2.20	£2.20	£2.00	£2.50	£2.50	£2.50	£2.50
Income (A buy up or buy down % has been assumed for the forecast figures)	Actual £2,271,238			Forecast £2,023,889 -11%	Forecast £2,203,143 -3%	Forecast £2,365,726 +4%	Forecast £2,200,465 -3%	Forecast £2,542,300 +12%

Notes – dog walkers should be encouraged to purchase off peak for £50.00 and tickets transferable to all long stay car parks. Weekly permit 50% less than daily charge.

*The figures used to generate the forecasts above are from the 2015/16 charges which commenced on the 2nd May – 1st November 2015 inclusive. The percentage forecast is based on the actual income generated as per the Cale Report.

NB. There are a few machines which were missed off this report but the principle remains the same.

Appendix 2 – Overview and Scrutiny Board Recommendations for Parking Tariffs

Off Street Parking – Winter

Daily Off-Street Parking Charges (Existing) WINTER		Option 1	% buying each tariff	Option 2	% buying each tariff	Option 3	% buying each tariff	O & S Recommendation	% buying each tariff 2012/13 figures
	2nd November to 21st March (inclusive)								
Time Period	All areas off Street Parking								
Up to 30 minutes*	50p	50p	15%	50p	20%	Delete		50p	8%
Up to 1 hour		1.00 all car parks	50%	No tariff		£1.00* Nominated	40%	1.00	27%
Up to 1.5 hours				£1.50	44%			1.50	27%
Up to 2 hours				No tariff		£2.00	39%	2.00	18%
Up to 2.5 hours				£2.00	18%			Delete in line with summer tariff	
Up to 3 hours				No tariff		£3.00	12%	2.50	11%
Up to 4 hours	£2.00	£2.00	20%	£3.00	4%			3.50	3%
Up to 5 hours				No tariff				4.50	.5%
Up to 24 hours	£3.00	£3.00	2%	£4.00	2%	£4.00	4%	9.50	.5%
Night time charge (6 p.m. – 8 a.m.) **	£3.00	£3.00	3%	£4.00	3%	£2.50	4%	2.00	5%
Income	Income for 14/15 = £600,668	£398,027 -44%		£464,649 -33%		£625,385 +4%		£603192 +1%	

Data set used from 1st December 2013 – 22nd March 2014

To calculate the Option 2 consideration was also given to data from 12/13

It should be noted from the 12/13 winter parking figures where the charges were higher but there were more time bands, 80% of customers purchase no more than 2 hours parking.

Appendix 2 – Overview and Scrutiny Board Recommendations for Parking Tariffs

On Street Parking – Summer and Commuter (All year round)

Daily On-Street Parking Charges (Existing) SUMMER					Option 1 'No Change'	Option 2	Option 3	Option 4 'Fixed' Set for the next 3 years Recommended by Overview & Scrutiny Overnight charging in existing areas only	
	23rd March to 1 st November (inclusive)		All year round			23rd March to 1 st November	23rd March to 1 st November (inclusive)	23rd March to 1 st November (inclusive)	23rd March to 1 st November (inclusive)
Time Period	Prime Sites	Town Centre	Commuter			Commuter (in brackets)	Commuter (in brackets)	Commuter (in brackets)	Commuter (in brackets)
			Newton Road	Magdalene Road	Lymington, Sands & Stearfield Road				
Up to 30 minutes	£1.00	£0.70				No change	No change	£1.00	£1.00
Up to 1 hour	£1.50	£1.30				No change	No change	£1.50	£1.50
Up to 1.5 hours	£2.20	£2.00				No change	No change	£2.50	£2.50
Up to 2 hours	£3.00	£2.50				No change	No change	£3.00	£3.00
Up to 3 hours	£4.00	£3.50				No change	No change	£4.00	£4.00
Up to 4 hours	£5.00	£4.50	£1.00		£1.00	No change	(1.00)	£5.00 (£1.50)	£5.00 (£2.00)
Up to 8 hours				£1.00	£2.00	No change	(1.50)	(£2.50)	(£3.00)
Up to 10 hours			£2.00			No change	No change	(£3.00)	(£3.50)
All day	£10.00	£10.00				No change	No change	£10.00	£10.00
Night time charge*	£2.50					No change	No change	£2.50	£2.50
Income	Actual £777,424		£9,836	£7,105	£23,555	Forecast £817,920	Forecast £821,893	Forecast £864,434	Forecast £904,434
	Total Actual Income £817,920					+/- 0%	+0.5%	+5.5%	+10%

Appendix 2 – Overview and Scrutiny Board Recommendations for Parking Tariffs

On Street Parking – Winter

	Daily On-Street Parking Charges (Existing) WINTER			Option 1 Recommended by Overview & Scrutiny Overnight charging in existing areas only
	2nd November to 21st March (inclusive)			Commuter (in brackets)
Time Period	Prime	Town Centre	Commuter	
Up to 30 minutes*	20p	50p		50p
Up to 1 hour	50p	£1.00		£1.00
Up to 1.5 hours	1.00	£1.50		£1.50
Up to 2 hours	1.50	£2.00		£2.00
Up to 2.5 hours				No tariff
Up to 3 hours	2.00	£3.00		£3.00
Up to 4 hours	2.50	£4.00	£1.00	£4.00 (£1.50)
Up to 5 hours				No tariff
Up to 8 hours			£1.00 £2.00	No tariff (£2.50)
Up to 10 hours			£2.00	No tariff
Up to 24 hours	10.00	£10.00		£10.00
Night time charge (6 p.m. – 8 a.m.) **	1.50	No tariff		£2.00
Income	£379,809		£23,357	£433,641 + 8%
	Total Actual Income £403,166			

Appendix 3 – Overview and Scrutiny Board Recommendations for Parking Permits

Types of Parking Permits – Off-Street

Permit Type	Coverage	Cost	Sold in 2014/15	Option 1	Option 2	Option 3	O & S Recommendation
Annual	Covers use in all Torbay Council car parks	£510.00	698	£365	£550	£750	£300 D Debit option only at £25 per month
Monthly	Covers use in all Torbay Council car parks except the Harbour and Lower Union Lane	£40.00	634	£90	Delete	Delete	Delete – see above
Annual Commuter	Available for use in all of the following car parks: Shedden Hill, Torre Valley, Union Square, Colin Road, Roundham, Victoria and Breakwater	£480.00		£365	£500	£550	Delete – see above
Monthly Commuter		£40.00		Direct Debit or £90	Delete	Direct debit	Delete - see above
Annual Site Specific	Can be used in one specified Long Stay car park only (with the exception of Town Hall, Beacon Quay, Station Lane and Brixham Central)	£450.00	258	£300	£475	£550	Delete- see above
Monthly Site Specific		£37.50	181	Direct Debit or £90	Delete	Delete	Delete – see above
Weekly	Covers use in all Torbay Council Car Parks except The Harbour and Lower Union Lane	£33.00		£33	£35	£35	£35
Three Day		£20.00		£20	£20	£20	£20
Off Peak	Valid 3.00 p.m. to 10.00 a.m. and covers use in all Torbay Council car parks except pay-on-exit (i.e. The Harbour and Lower Union Lane).	£50.00	485	£50	£50	£50	£50
Commercial Weekly	Covers use in Clennon Valley, Lymington Road, Oxen Cove, Victoria and Shedden Hill	£38.00		£50	£45	£50	£50
Disabled Persons Parking Permit	All Pay & Display Car Parks	£20.00		£20	£40	£50	£40 per annum (cost fixed for 3 years)

All permits will have one registration only and any change of registration or other details for an annual permit will be charged a £10 administration charge. **(Overview and Scrutiny recommend this charge should be £20.00)**

Types of Parking Permits – On-Street

Permit Type	Coverage	Cost	Sold in 2014/15	Option 1	Option 2	O & S Recommendation
Annual	Covers use in all on-street pay and display bays	£850.00	0	£600 direct debit	£850 Direct Debit	Delete
Monthly		£80.00	6	Delete	Delete	Delete
Monthly Commuter	Covers use in on-street pay and display bays in Adelphi Road, Lymington Road, Newton Road and Steartfield Road	£38.00		Delete	Delete	Delete

Appendix 3 – Overview and Scrutiny Board Recommendations for Parking Permits

Commercial Parking Permits (includes coaches)

Time Period - All year round	Cost	Option 1 'Very Speculative'	Option 2 'Less Speculative'	Option 3 'Safer'	Option 4 'Fixed' Set for the next 3 years	O & S Recommendation
Up to 1 hour	£2.00	£5.00	£6.00	£7.00	£5.00	£5.00
Up to 4 hours	£6.00	£6.00	£7.00	£9.00	£10.00	£10.00
Up to 24 hours	£10.00	£10.00	£12.00	£15.00	£15.00	£15.00
Weekly	£38.00	£38.00	£40.00	£50.00	£64.00	£65.00