

## **SLOUGH BOROUGH COUNCIL**

**REPORT TO:** Cabinet  
**DATE:** 17<sup>th</sup> October 2016  
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**WARD(S):** All Wards

### **PART I** **KEY DECISION**

#### **PARKING STRATEGY**

1. **Purpose of Report**

To update Cabinet on the 2016 Parking Strategy for Slough, following changes to legislation and recommendations from the Task and Finish group.

2. **Recommendation(s)/Proposed Action**

The Cabinet is requested to resolve that the Parking Strategy, at Appendix A, be approved.

3. **The Slough Joint Wellbeing Strategy, the JSNA and the Five Year Plan**

3a. **Slough Joint Wellbeing Strategy Priorities**

Priorities:

- **Health**: Providing parking facilities that ensure residents can access the health services they need.
- **Economy and Skills**: Continuing to provide residents with access to essential services by improving car parking provision.
- **Regeneration and Environment**: Managing parking to reduce adverse impact, improve journey times for bus services and to encourage the use of sustainable forms of transport.
- **Housing**: Reducing the adverse impact of on-street parking in residential areas and provide facilities for off-street parking for new housing developments appropriate to the location whilst fostering the use of sustainable forms of transport.
- **Safer Communities**: Managing on-street parking to reduce traffic congestion and improve safety around junctions to improve the environment for residents.

Cross-Cutting themes:

Civic responsibility: Providing residents with opportunities to park where they will not adversely affect the amenities or safety of others whilst encouraging use of sustainable forms of transport.

Improving the image of the town: Managing the provision of facilities for parking and business deliveries to maintain the attractiveness of the town as a place to live and as a focus of economic activity.

3b. **Five Year Plan Outcomes**

- Slough will be the premier location in the south east for businesses of all sizes to locate, start, grow, and stay: managing the supply and location of parking helps reduce traffic congestion and optimise access to economic activity.
- The centre of Slough will be vibrant, providing business, living, and cultural opportunities: managing on-street and off-street parking is an essential ingredient in maintaining access to the centre whilst encouraging the use of sustainable forms of transport.

4. **Other Implications**

(a) Financial

Cost neutral to the authority in terms of enforcement.

(b) Risk Management

There are no reported risks associated with this report.

<b>Risk</b>	<b>Management of risk</b>	<b>Status</b>
Unfavourable response to wider public consultation.	Public consultation and close working with Members.	Amber
Further changes to legislation.	Work with members to relay impact set up working group to discuss changes.	Amber
Competition from private car parks	Ensure all car parks meet Park Mark status.	Green

(c) Human Rights Act and Other Legal Implications

No implications to the Parking Enforcement Contract.

(d) Equalities Impact Assessment

The Parking Strategy aims to:

- actively discourage indiscriminate parking that causes obstruction to other motorists, pedestrians, cyclists and people with disabilities. This will ensure that the Borough remains accessible to all equally and safely;
- ensure that the needs of public transport users, pedestrians and cyclists are not compromised by indiscriminate parking; and
- support the needs of people with disabilities recognising that, in some circumstances, disability can make public transport inaccessible and car use essential or the only reasonable option (either directly or as a passenger). This will help ensure that people with restricted mobility are able to have equal access to all facilities within the Borough.

## 5. Supporting Information

### Development of the Parking Strategy

5.1 This Parking Strategy is a refresh of the strategy adopted in 2011 as one of the 'Strategic Supplementary Documents' which form integral parts of the Council's Third Local Transport Plan 2011 to 2026 (LTP3). LTP3 continues to be the framework for the delivery of transport initiatives in the Borough.

5.2 In updating the 2011 strategy we have:

- carried out a comprehensive review of national, regional and local policies;
- consulted parking users and non-users about their views of parking;
- reviewed strategic objectives; and
- identified challenges to parking in Slough and options for addressing them during the LTP3 period.
- incorporated the recommendations of the Task & Finish Group who were commissioned by O&S to undertake a review of parking in the Town Centre and supported by the Overview and Scrutiny Committee on 3rd March 2015.
- offered free parking to all blue badge holder in council owned car parks (approx. 1300 spaces), and provided up to 3 hours free parking in Pay & Display bays.

### Parking Strategy Document

5.3 The Parking Strategy document is divided into four sections with three appendices:

- Section 1: Introduction;
- Section 2: Context (legislative background; review of existing parking operation; public consultation in 2011 and 2014/15; review of progress);
- Section 3: Challenges and Options (keeping Slough competitive; updating the parking stock; investment in new technology; car parking standards for new development; management of on-street parking around new development; enforcement around schools and other significant trip attractors; footway parking; better management of all Council owned car parks and control of public land; efficient use of resources; improving satisfaction with Parking Services; ensuring financial sustainability of the parking operation; and on-street parking and loading restrictions);
- Section 4: Strategy (vision; parking objectives; parking strategy areas; and key policies);

- Appendix A - Town Centre Parking Area (map defining the boundary);
- Appendix B - Action Plan (short, medium and long term actions for delivering the key parking policies); and
- Appendix C – Review of Progress Between 2004 – 2013 (deliver of the 2004 and 2011 strategies).

### Vision

- 5.4 The Parking Strategy vision is to:  
*“Improve the customer parking experience and in doing so helping to enhance Slough’s economic competitiveness.”*

### Parking Objectives

- 5.5 Nine objectives are set out in the Parking Strategy focusing on:
- the parking customer experience;
  - working with the rail industry to improve station parking;
  - compliance with parking restrictions, inconsiderate or hazardous parking behaviour;
  - parking enforcement;
  - financial sustainability of the CPE operation;
  - land use planning;
  - wider LTP3 objectives in relation to the local environment, lower CO2 emissions and better air quality;
  - road safety; and
  - crime and the fear of crime.

### Parking Strategy Areas

- 5.6 The Parking Strategy covers the whole of the Borough but key priorities are put forward for five distinct areas:
- Town Centre Parking Area (defined on the Appendix A map);
  - Residential Areas;
  - Local Centres;
  - Business Areas (Slough Trading Estate and other significant areas of employment outside the Town Centre); and
  - Significant Travel Attractors.

### Key Parking Policies

- 5.7 Nineteen key policies are set out to take forward the Vision and Parking Objectives and recognise the individual needs of the Parking Strategy Areas. Short, medium and long term actions are detailed in Appendix B of the strategy document. The short term actions include reviews of the Town Centre parking cap (Key Policy 1) and of the parking standards to be applied to Town Centre residential development (Key Policy 11). Both reviews will take place as part of the updating of the Slough Local Plan as reported to the 22<sup>nd</sup> June 2015 Cabinet meeting. A number of the nineteen key policies have already been implemented these include:

- Barrier systems installed in two multi-storey car parks which allow reporting on demand and usage.
- Parking Charges benchmarking completed and implemented in 2015
- Four town centre car parks achieved Park Mark Status in 2015 and again in 2016. Harrow market (Langley) car park also been included in this year assessment.
- The BPA who have now taken over the auditing aspect of the Disabled Parking Accreditation (DPA) in car parks, on behalf of Disabled Motoring UK (DMUK). SBC have requested to have 4 town centre car parks assessed in order to meet the parking needs of the blue badge users.
- Ongoing reviews taking place for all restrictions, new policy being introduced to allow member engagement when new restrictions are being considered in wards.
- Enforcement levels are reviewed 6 monthly to ensure compliance, reduce congestion and improve road safety. Applying to Introduce Bus lane Enforcement April 17 to improve journey times and customer experience.
- Continue to roll out pavement parking

## 6. Comments of Other Committees

- 6.1 The issue of parking policy for residential development in Slough town centre was referred to the Overview and Scrutiny Committee on 11<sup>th</sup> September 2014. The Overview and Scrutiny Committee commissioned a Task & Finish Group to undertake a detailed review and its recommendations were adopted by the Overview and Scrutiny Committee on 3rd March 2015.
- 6.2 These recommendations were considered by Cabinet at its 22<sup>nd</sup> June 2015 meeting. The Cabinet agreed the Committee's request to note that two recommendations - particularly relevant to the Parking Strategy - will be taken forward as part of the review of the Local Plan. These are:
- *That the current policy of zero parking be reviewed, with a future ratio to be specified subject to further research by Slough Borough Council (SBC) and justification.*
  - *That the current limit of 5,000 parking spaces be reviewed, using the justification for it at the time of its creation and variations in the situation since this time (e.g. parking at Tesco's, Crossrail) to reappraise the figure.*
- 6.3 Other recommendations approved by Cabinet focused on more detailed issues all of which are in line with the objectives of the Parking Strategy (targeted adoption of roads as public highway; the potential hire of, or use of parking permits with time restrictions in parking facilities such as Tesco car park; time restrictions in relation to single yellow lines; and the potential expansion of car parking facilities at Slough railway station).

6.4 An update on various detailed parking issues was noted by the Neighbourhoods and Community Services Scrutiny Panel at its 29<sup>th</sup> March 2016 meeting; reference was made to the Parking Strategy being put forward at a future meeting.

7. **Conclusion**

Changes to the strategy have included, new legislation, comments and recommendations from the Task & Finish working group and best practice. It is requested that this new 2016 Parking Strategy be approved and implemented.

8. **Appendices Attached**

'A' - Parking Strategy

9. **Background Papers**

None