BABERGH DISTRICT COUNCIL and MID SUFFOLK DISTRICT COUNCIL

TO:	**Mid Suffolk Cabinet** **Babergh Cabinet**	**REPORT NUMBER: BCa/18/66**
FROM:	**Councillor David Burn** **Councillor Christina Campbell** **Cabinet Members for Environment**	**DATE OF MEETING: 4 February 2019** **6 February 2019**
OFFICER:	**Chris Fry – Assistant Director Environment and Commercial Partnerships**	**KEY DECISION REF NO. CAB39**

JOINT AREA PARKING PLAN

1. PURPOSE OF REPORT

1.1 To approve the Joint Area Parking Plan, attached as Appendix A, for consultation.

2. OPTIONS CONSIDERED

2.1 To have two separate area parking plans.

2.2 Not to have an area parking plan.

3. RECOMMENDATIONS

3.1 That Cabinet agrees the draft content of the Babergh and Mid Suffolk Joint Area Parking Plan and authorises the commencement of a stakeholder consultation process commencing February 2019.

3.2 That the result of the stakeholder consultation and recommendations arising from it will be presented to Cabinet later in 2019 for approval.

REASON FOR DECISION

The Council is required to have a parking policy and to demonstrate that it has reviewed the content. Suffolk County Councils Parking Management Strategy which forms part of the application to the DfT for the granting of CPE powers for the remaining majority of Suffolk requires the district and boroughs to develop Area Parking Plans.

4. KEY INFORMATION

4.1 The Department for Transport (DfT) expects every local authority to have a parking policy. The DfT also expects local authorities to regularly appraise their parking policies and objectives and consult the public as part of their formulation.

4.2 Local authorities applying for civil parking enforcement (CPE) powers must provide a summary of its parking strategies and policies as part of its submission and the detail and outcome of its parking management review.

Suffolk County Council adopted a high-level Suffolk Parking Management Strategy in November 2018 (attached at Appendix B for information). Each district and borough council need to have regard to the strategy and set out its own local parking policies and objectives in area parking plans. The Babergh and Mid Suffolk Joint Area Parking Plan has been drafted to meet these objectives.

4.3 The original target date for CPE implementation across the rest of Suffolk was April 2019. This has been delayed due to the government's preparation for Brexit. Suffolk Public Sector Leaders continue to lobby the Secretary of State for Transport for a CPE implementation date. The County Council submitted the application early in 2018 to give the DfT the maximum amount of time for its administrative process to be completed.

4.4 The Babergh and Mid Suffolk Joint Area Parking Plan (BMSAPP) is a completely new parking policy document. It has been drafted with the objective of setting out the broad parking policy objectives that will be adopted and the rationale behind them. A copy of the document is attached at Appendix A.

4.5 The BMSAPP contains eight broad parking policy statements which aim to set out what the parking plan is and what it is intended to achieve. It does not set out specific proposals for parking restrictions for specific areas, nor is it a blue-print to introduce paid parking. What it does do is provide a toolkit on how the councils would go about investigating requests or reviewing the need for waiting, loading and parking controls when and if they occur. It also sets out how to engage with the local community and seek the views of local councils, businesses and residents.

5. LINKS TO JOINT STRATEGIC PLAN

5.1 The adoption of a Joint Area Parking Plan has several linkages to the Council's Joint Strategic Plan, namely: Community capacity building and engagement, maximising the use of our assets, engage with and support businesses to thrive, further develop the local economy and our market towns to thrive, community-led solutions to deliver services and manage assets and financially sustainable councils

6. FINANCIAL IMPLICATIONS

6.1 The adoption of a Joint Area Parking Plan will not in itself have any financial implications on the Council's.

6.2 The implementation of CPE in Babergh and Mid Suffolk will have minimal financial implications. Neither Babergh or Mid Suffolk will be enforcing authorities and therefore there is little risk in meeting any financial targets. However, both authorities will enter into service level agreements with the enforcing authorities for the management of off-street parking which may have a small increase in cost.

7. LEGAL IMPLICATIONS

7.1 There are no legal implications.

8. RISK MANAGEMENT

8.1 This report is most closely linked with the Council's Corporate / Significant Business are set out below:

Risk Description	Likelihood	Impact	Mitigation Measures
Engagement with business and communities	Unlikely (2)	Noticeable (2)	Ensure we comply with the consultation process outlined in the document
Managing asset portfolio and meeting income projections	Unlikely (2)	Noticeable (2)	Regularly review our car park tariffs and policies

9. CONSULTATIONS

9.1 Following approval of the draft by Cabinet, stakeholder consultation with town and parish councils and other interested individuals and groups will take place from February 2019 for a period of six weeks. The results of the consultation and any modifications that may result will be reported to Cabinet later in 2019 for final adoption.

10. EQUALITY ANALYSIS

10.1 There are no equality impacts in adopting a Joint Area Parking Plan. If, as a result of adopting the document, any changes are proposed that impact on any of the protected grounds, a full Equality Impact Assessment (EIA) will need to be carried out.

11. ENVIRONMENTAL IMPLICATIONS

11.1 There are no environmental implications for this report.

12. APPENDICES

Title	Location
(a) Babergh and Mid Suffolk Joint Area Parking Plan	Attached
(b) The Suffolk Parking Management Strategy	Attached