

North Somerset Council

Report to the Executive

Date of Meeting: 07 February 2024

Subject of Report: Parking Management Strategy, Action Plan and the introduction of parking charges

Town or Parish: Clevedon, Nailsea and Portishead

Officer/Member Presenting: Cllr Hannah Young

Key Decision: Yes

Reason:

The potential for impact greater than £500,000 and affects two or more wards.

Recommendations

1. To commence a 6-week consultation in March 2024 on the North Somerset Parking Management Strategy and Action Plan.
2. To commence a 6-week consultation in March 2024 (alongside the parking strategy and action plan consultation) on the introduction of parking charges in locations which do not currently have charges.
3. To commence a 6-week consultation in March 2024 on introducing a short-stay car park permit, as part of the recommendations, available to North Somerset residents to offer an alternative for regular users of car parks.

1. Summary of Report

- 1.1 North Somerset is a popular place to live, work and visit. The predominant current mode of transport in North Somerset is the car, and providing adequate access to parking is an important priority for many residents, businesses, visitors and other stakeholders. North Somerset does not currently have a parking strategy, and this has resulted in a number of challenges including an inconsistent approach to charging for parking, a lack of alignment between the approach to parking provision and other important strategies such as carbon reduction and sustainable transport, and a lack of policy and guidance to support the maintenance of existing parking provision and funding this maintenance. This report proposes to commence

consultation on a draft strategy and action plan that addresses these issues and will offer a context within which important decisions about parking can be made.

- 1.2 In most areas of North Somerset, there is good access to parking for residents and visitors, and to support local businesses. However, maintaining this provision is increasingly challenging in the current budget climate, with significant pressures on statutory council services meaning that discretionary services are needing to find ways to cover their costs much more comprehensively. The cost of maintaining and retaining car parking is increasing – there are a variety of costs including business rates, services and health and safety works. In order to reduce these costs, the council must consider alternatives for these car parks in future – options may include transferring ownership of the car parking to reduce costs, removing car parking where it may not be needed and introducing charges where appropriate. This report requests that consultation commences on introducing parking charges into areas that do not currently have them, and we are also open to hearing about other options that could also achieve the same objectives.
- 1.3 Availability of parking is important to support retail centres and the local economy in North Somerset. While the aspiration is to improve public and sustainable transport and reduce car travel, this is still not yet easy for many people to achieve and therefore retaining parking capacity in our retail centres for use by those without a realistic alternative is an important, current objective. The shift to Electric Vehicles may place further cost burden on car parking facilities through the need to provide chargers and the potentially greater wear and tear associated with vehicles that generally tend to be heavier. It should be noted that while there is no established evidence to show that parking charges are detrimental to the use of retail centres, there is narrative within studies carried out (for example by the British Parking Association) which indicates that it is important to set any new charging rates at a reasonable level for users or to provide alternatives that reduce the potential impact on those businesses. This report recommends that consultation commences on the proposal for a short-stay car park permit that will seek to promote shopping locally within North Somerset and to ensure that regular shoppers and visitors to our retail areas are not unduly impacted by any new charges.
- 1.4 The recommendations in this report are an important part of the council's carbon reduction action plan and are designed to complement important sustainability initiatives such as the Bus Service Improvement Plan (BSIP) which is providing investment and incentives for bus travel, cycling initiatives such as the investment in cycleways and cycle infrastructure, our Electric Vehicle (EV) Strategy to expand the charging network and other improvements to sustainable transport. The parking strategy and action plan, and the proposals for the potential introduction of charges in new areas and the short stay parking permit will be carefully considered alongside these initiatives. Ultimately, in order to achieve its climate emergency goals, the council needs to facilitate a reduction in the use of vehicles, particularly those that use fossil fuels. While the introduction of parking charges in isolation has not shown to discourage the use of cars, when combined with significant improvements to alternative transport to key destinations, it can help to nudge travellers towards more sustainable transport options and is therefore an important part of the overall strategy. For those without suitable alternatives, electric vehicles will continue to

play a role and will be supported in line with our EV Strategy and the rollout of charging provision.

- 1.5 The consultations on the draft Parking Management Strategy and Action Plan, the introduction of a short-stay car park permit and the introduction of additional parking charges will be combined in a single parking consultation approach. It is acknowledged that proposing new charges is going to be challenging and will not be universally supported but our ambition is to try to strike the right balance between conflicting needs and priorities. It is extremely important for the council to understand local considerations that are relevant to the proposals so that they can be developed and implemented in a way that will achieve the best outcomes for local neighbourhoods and communities, and the consultation will be well publicised and offer a variety of ways to participate to ensure that as much feedback as possible is gathered. It is important that we hear feedback not just on proposals to charge but also on other ideas and options that could also meet our objectives.
- 1.6 The council will work closely with ward members, the Placemaking, Economy and Planning, (PEP) Scrutiny Panel, Town and Parish Councils and other local groups to promote the consultation widely and to offer opportunities for engagement so that as many stakeholders as possible have the opportunity to shape the future approach. The council is committed to using this feedback to ensure that proposals that are developed can provide the best possible balance for the complex and sometimes competing parking needs within a local area.
- 1.7 Full proposals, including and considering the feedback from the consultation, will return to the executive in the summer 2024 for final consideration.

2. Policy

- 2.1 The National Planning Policy Framework (NPPF) paragraph 108 states that, “In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.”
- 2.2 The Draft Joint Local Transport Plan 4 (JLTP4) sets out the West of England’s vision and objectives for transport up to 2036. Two of the 5 main objectives are to “Create better places” and, “Address poor air quality and take action against climate change”. The JLTP4 includes policies that specifically relate to parking and the need to deter private car use. “Through the development of **local parking strategies**, we will continue to manage parking to control future traffic demand, including policies for on-street parking, off-street parking and the numbers of spaces provided in new developments and at workplaces” (JLTP4, Section 7, p69).
- 2.3 Parking regulation is a key part of a range of measures to encourage reduced car usage and increase use of other modes of transport in order to tackle congestion. The supply and management of parking is closely linked with the demand for car use and this in turn affects traffic levels, especially in peak periods and, ultimately, congestion. Applying charges will nudge people to think about other travel choices.

- 2.4 Our Joint Local Transport Plan (JLTP4) identifies that, “Parking controls can encourage trips within urban areas to transfer to active modes or public transport. By reducing commuter parking in town and city centres, local economies can be improved by increasing the turnover of the limited number of spaces that are available”. (JLTP4 section 7, p69)
- 2.5 The Corporate Plan states the aim of ‘Better use of limited parking space in town centres across the district.’ The Place Annual Directorate Statement commits to ‘Ensure an effective programme of network and traffic management, which includes civil parking enforcement/car parks. Keep North Somerset moving and provide sufficient parking.’

3. Details

Parking strategy

The draft Parking Management Strategy and Action Plan is the product of many years of work on considering and reviewing the approach to the provision of parking in North Somerset. Some of this work was detailed in the report taken to Executive on 07 January 2020 entitled “[Car parking review initial recommendations including adjustments to parking fees and charges](#)”.

- 3.1 The draft Parking Management Strategy sets out how North Somerset Council will manage the areas of parking provision that it has direct influence over, namely on-street parking, council owned carparks and other council owned land. It also recognises that there are many demands for parking space, not just cars but also bicycles, motorcycles & mopeds, taxis, buses, coaches, and goods vehicles.
- 3.2 The strategy recognises that a clear and shared vision is needed for the approach to parking in North Somerset and suggests the following as its vision:
- Well-managed, well-maintained parking facilities that meet our current and future needs, support local economies, respond to the challenges of the climate emergency, and uphold our ambitions for healthy communities, which are safe and attractive places for residents and visitors to use.
 - The right balance of provision to meet community and economic needs whilst not encouraging unnecessary car journeys or blighting neighbourhoods.
 - Parking that is self-funding where possible or which creates surplus to invest in improved transport infrastructure and maintenance.
- 3.3 This proposed vision articulates the priorities in the North Somerset Corporate Plan, the feedback that local communities have provided about parking in previous consultation and engagement exercises, and the recognition that in the current economic climate, any council service that is not statutory will need to move towards a sustainable funding model.
- 3.4 Full details of how the vision will be realised are provided in the draft strategy (Appendix A). The draft strategy will be reviewed after the consultation has taken place and amendments will be made in line with the feedback, with the final strategy returning to executive in summer 2024 for final approval.

- 3.6 A supporting draft action plan has been developed alongside the strategy (see Appendix B for full details of the action plan). The list of actions that could be developed in the initial years of the strategy are outlined in Table 1 below. It should be noted that the action plan provided is high level and indicative beyond year 3 and will be reviewed annually throughout the life of the strategy.

Table 1 - Parking Management Strategy Action Plan - Short Term (1-2 years)

Short Term (next 1-2 years)	
Intervention	Location
Improve the way parking is managed in places of high demand by introducing charges in some of the car parks that are currently free.	Car parks in the main towns: Clevedon, Nailsea, Portishead
Design and implement on-street parking charges in places of high demand	Main towns: Clevedon, Nailsea, Portishead
Design and implement a short-stay car park permit to support local residents and the local economy	Main towns: W-s-M, Clevedon, Nailsea, Portishead
Residents Parking Pilot Scheme – Detailed design and implement phase 1 of the proposed resident parking scheme.	W-s-M Town Centre / phased in other locations
Develop proposals for overnight parking restrictions to tackle nuisance parking (camper vans)	Portishead Lake grounds, Clevedon seafront
Review charges across all parking locations to ensure the right charges for the right areas	All locations
Inflationary increases annually on all parking charges	All locations
Parking enforcement – legal powers to be introduced in Weston seafront and enforcement to be introduced	Weston-super-Mare
Cashless parking – develop proposal with timescales	All locations

Introduction of parking charges

- 3.7 The current traffic levels on roads in North Somerset have returned to pre-Covid levels, with traffic and parking demand expected to continue to grow in line with national trends and in light of the planned housing and employment growth set out in our draft Local Plan. In addition to increasing pressure on parking, the budget position for the Council continues to be squeezed as cost inflation pressures are not matched by funding. It is becoming increasingly difficult for the council to continue to support discretionary services which includes car parking services, and most specifically free car parks.
- 3.8 Rather than spread the cost of operating car parks across all residents, it makes sense that options are considered to mitigate the costs of car parks that are currently

free. Options include considering ownership of the spaces, whether the spaces are still required, and where there is higher demand, consideration of applying an appropriate fee to those who are using those facilities. Charging for parking could help fund the cost of upkeep, business rates and lighting, where provided, and any surplus would potentially support the continued operation of car parks or transport improvements more generally. This fits with the vision in the draft Parking Management Strategy for *“Parking that is self-funding where possible or which creates a surplus to invest in improved transport, infrastructure and maintenance”*.

Recovery of costs

- 3.9 The pressure on council budgets is greater now than it ever has been, not just locally in North Somerset but across the country, and recovering income where possible to offset the costs of services is becoming essential. Assumptions are being made in the council’s budget that it will be possible to recover costs associated with car parking assets where charges do not currently apply. This report proposes that we progress with a consultation on the application of pay and display charges as one of the ways of achieving this which aligns with Council and wider policy objectives and enables benefits to both users and the local economy,

Overview of existing charges

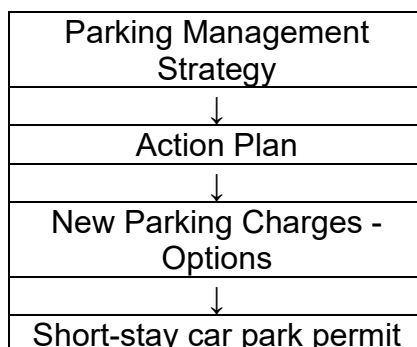
- 3.10 We currently have on-street parking charges (in Weston and Leigh Woods). We have 14 locations with off-street parking charges (car parks) in Weston and Clevedon. Peak and off-peak charges are currently in place in 3 car parks and existing charges are tailored to location and demand / usage.
- 3.11 We know that cashless demand is growing and we need to work in line with our ‘digital first’ and cashless transactions council wide strategy. These are both cheaper and reduce the carbon emissions associated with cash collection. On average 50% of parking transactions in North Somerset, at present, are made using pay by phone options with even higher rates of 75% at train stations, and there is scope to increase this. We are clearly in a transitional period and are open to hear feedback through the consultation about where and why physical payment machines may still be needed so that we can consider whether there are cost effective ways of meeting this need.
- 3.12 In previous years, changes to our existing parking fees have either not been increased or have been increased below inflation. We are proposing increases in existing parking charges in line with inflation rates, details of which can be found in the Fees & Charges Executive Report. Those proposed increases are based on new parking charges being introduced across the district.

Proposals and recommended locations for new charges

- 3.13 As seen in Figure 1 below, the proposals outlined in this report interact with each other and it is important for us to consider parking in as holistic a way as possible. We are therefore proposing to consult on a series of options for new parking charges and a short-stay parking permit proposal alongside the consultation on the strategy

and action plan. We are aware that there will be knock-on consequences of any new proposals for example displacement effects and economic impacts so we will look openly at the views expressed about this through the consultation alongside local views and knowledge about the practicalities of making these changes.

3.14 Figure 1:



3.15 In addition to making these parking locations self-funding, the proposal to introduce charges should also enable us to create a new budget for the maintenance of those car parks, some of which have deteriorated and need repair and attention. This would need to be subject to approval as part of the details of proposals that are taken forward following consultation and considered as part of the Council’s budget setting process. Car parks are an important resource and should be maintained to a satisfactory level in terms of safety and usability to support the shops and services that they relate to.

3.16 The potential locations for the introduction of new parking charges are set out in Table 2 below. The locations are a combination of car parks and on-street parking in retail areas and seafront areas. The possible locations are indicative at this stage in order to ensure consultation feedback and further technical input during the consultation period can be incorporated.

Recommended locations for new charges	
Car Parks	
Clevedon	Marson Road, Great Western Road East, Great Western Road West car parks.
Nailsea	Clevedon Road and Station Road car parks.
Portishead	Roath Road car park
On-Street (in retail centres)	
Clevedon	Shopping Areas - Town Centre, Triangle and Hill Road
Nailsea	Nailsea town centre
Portishead	Portishead town centre

Seafronts	
Clevedon*	Elton Road and Old Church Road (east)
Portishead Lake grounds	Esplanade, Lake Road, Kilkenny Fields, Cricket Club, Café Layby, adjacent cafe

**note that we will not be developing proposals for parking charges on “The Beach” until the work currently underway considering potential adjustments to the Clevedon public realm works scheme has been completed.*

- 3.17 The proposal being consulted on will be for new charges to apply during the daytime only, 9am – 5/6pm depending on location. Seasonal charges will be proposed for seafront areas, meaning charges would be lower during off-peak months, November to February, and higher during peak months, March to October.
- 3.18 The default position for new pay and display schemes would be cashless as far as possible, as the cost of installation and maintenance of physical machines for cash payment and printed tickets adds cost and increases pressure on the prices that would need to be charged for parking. Trends towards payment by phone/app are such that investing in purchase of new pay and display machines is becoming harder to justify as they may become obsolete before reaching the end of their useful operating life. If a significant impact on users is evident, we will retain the option of introducing limited physical machines/cash payment where necessary and will consider the most cost-effective way of achieving this. Questions on retaining such options will be included in the consultation.
- 3.19 The consultation will ask questions about all of the proposals in paragraphs 3.13 – 3.18- including locations, hours of operation, length of stay and the appropriate level of charges using different set of bands for each group/type of parking e.g. seafront areas, retail area car parks and on-street parking. The consultation process will provide an opportunity to engage with the communities affected by these proposals and adapt the parking proposals depending on local context and feedback. Progressing proposals may not be appropriate in all locations and site-specific decisions may be needed on timing and charges – this will be informed by the consultation feedback.
- 3.20 The consultation will explore potential knock-on impacts and of the proposals and possible mitigations to identified impacts, and careful consideration will be given to these prior to any decisions being brought forward.

Short-stay car park permit

- 3.21 A short-stay car park permit is also being proposed which has been designed primarily for shoppers to support town centre economies and encourage footfall. The permit would offer residents up to 2 hours a day free parking in selected car parks near retail centres in Weston-super-Mare, Clevedon, Nailsea and Portishead. The consultation will seek views on the details of this proposed permit, including cost,

eligible car parks and whether registration would be per household or per vehicle. The proposed permit is intended to help residents access retail and leisure facilities across North Somerset, recognising the difference between local parking needs and visitor parking.

- 3.22 The inclusion of a short-stay car park permit and only applying new charges during trading hours should help reduce the potential for displacement impacts on surrounding streets. The impacts would be considered after 6-12 months' operation and then suitable mitigations can be designed where still needed which may include for example, parking restrictions and/or in some cases, residents permit parking bays. It won't be a one size fits all approach and measures would be brought forward in a phased approach subject to resources and priorities.

Next steps

- 3.23 Table 2 - Next steps

Indicative Dates	Action
Feb 2024 Executive	<ul style="list-style-type: none"> • Approve principle of consultation on new charges in new locations • Approve increases to existing charges in line with inflationary pressures (see separate fees and charges report to this committee) • Approve consultation on strategy & action plan
Feb-Apr	<ul style="list-style-type: none"> • Increases to existing charges – 6 weeks formal consultation process (dealt with in the Fees & Charges Report)
Feb-Apr	<ul style="list-style-type: none"> • Informal consultation on the Parking Management Strategy & Action Plan, charges in new locations and a short-stay car park permit.
June Exec	<ul style="list-style-type: none"> • Approve Parking Management Strategy & Action Plan along with any decision to progress with new charges in new locations and short-stay car park permit.
Jul-Nov	<ul style="list-style-type: none"> • Formal consultation on any new charges and short-stay car park permit - 3-month process
Jan 2025	<ul style="list-style-type: none"> • Implement of any new charges and short-stay car park permit
Jan - Jun 2026	<ul style="list-style-type: none"> • Review after 6-12 months operation

4. Consultation

- 4.1 It is anticipated that consultation and engagement work will commence in March 2024 on the North Somerset Parking Management Strategy and Action Plan, the

potential introduction of a short-stay car park permit and the introduction of parking charges in locations which do not currently have charges.

- 4.2 The project team will undertake a comprehensive stakeholder mapping exercise to ensure all key groups are consulted with and informed of any proposals. These will include: (Please note this isn't an exhaustive list)

Internal

- Senior leadership team
- Equalities and Diversity team
- Highways and Transport Service
- Executive Member for Highways and Transport
- Placemaking, Economy and Planning Policy and Scrutiny Panel
- Ward Members
- All Members briefings
- Climate Emergency team
- Wider staff

External

- Residents
- Local business community
- Town and Parish Councils
- Local BID groups
- Disabled Access Group
- North Somerset Together
- Community associations and organisations such as the sailing and rowing clubs, and the Portishead Open Air Pool
- Local transport groups

- 4.3 It is anticipated that communications support will be required for the design and delivery of the engagement and consultation process.

- 4.4 This will build upon previous consultation that has taken place on parking charges in 2020.

5. Financial Implications

- 5.1 The Medium-Term Financial Plan 2023-2027 and the Revenue Budget for 2024/25 is being taken to the Executive Committee on the 7 February 2024. Included within that report assumptions are made about future recovery of new income from car parking assets as follows:

- 2024/5 - £100k
- 2025/6 - £400k

- 5.2 The above figures are additional to the increases to existing charges required to address ongoing provision and maintenance in car parks where charges already

apply, which are dealt with separately in the fees and charges report also being taken to the Executive Committee on the 7 February 2024.

Costs

- 5.3 At this point the cost implications are limited to those associated with undertaking the 6-week informal consultation and preparation of proposals. These costs are estimated to be below £10,000.
- 5.4 Following consultation, the costs of any proposals that are taken forward would need to be set out as part of a report to a future Executive Committee and taken into account as part of any decisions made.

Funding

- 5.5 Funding for consultation and engagement activities will be approved by a separate decision, it is envisaged that they will be funded by one-off transformation funding subject to approval.

6. Legal Powers and Implications

- 6.1 The Road Traffic Regulation Act 1984 provides the council with the necessary powers to implement parking restrictions, including parking charges, on the public highway and in council-operated car parks. This is achieved by making Traffic Regulation Orders, for which there is a defined statutory process. The Traffic Management Act 2004 provides the council with the powers to enforce on-street parking restrictions.
- 6.2 It should be noted that in accordance with section 55 (as amended) of the Road Traffic Regulation Act 1984, the council is required to keep account of:
- All income and expenditure in respect of designated parking places (ie. on street parking);
 - Income and expenditure as an enforcement authority for parking contraventions (this means all enforcement activities so that will be for on and off-street parking spaces and also enforcement of traffic sign regulations, waiting and loading areas, parking in taxi stands etc.)
- 6.3 The financial requirements as set out in the above regulation, at the end of each financial year, are as follows:
- *Any deficit to be made up from the general fund*
 - *Any surplus to:*
 - a) *making good to the general fund any amount charged in the last 4 years in respect of a deficit*
 - b) *meeting the cost of provision and maintenance of off-street parking provision*
 - c) *If provision of further off-street parking is unnecessary or undesirable to i) costs of public passenger transport services ii) highway / road improvement iii) environmental improvement Expenditure must be in relation to the council's own area.*

- 6.4 Environmental improvement includes the reduction of environmental pollution, improving or maintaining the amenity of a road or land in the vicinity of a road or open land or water to which the public has access, provision of outdoor recreational facilities available to the public without charge.

7. Climate Change and Environmental Implications

- 7.1 The Climate Change Act 2008 is a legally binding commitment by the UK to achieve net zero CO₂ emissions by 2050 from a 1990 baseline. The Council's policy objectives and the Corporate Plan aim for both the Council and the North Somerset area to become carbon neutral by 2030. Transport alone is responsible for 42% of emissions in North Somerset compared to 28% nationally. There is a commitment to reduce the car journey miles travelled by 25% by 2030 in our Climate Emergency Action Plan.
- 7.2 In addition to helping improve the management of the parking resource, the introduction of parking charges can help deter private car use. Charges should help prompt users to consider other choices such as travelling by bus, walking, cycling or car-sharing to reduce costs.

8. Risk Management

- 8.1 The risks of the above proposals have been assessed using the Council's Risk Register tool.
- 8.2 Resource is being scoped, but has not yet been confirmed, for delivery of change, including management resource. Further work will be undertaken to survey sites that have been identified to potentially adopt parking fees and monitor car park user behaviour.
- 8.3 Note we will review the charges after 6-12 months of operational experience.

Risk	Inherent risk score	Residual likelihood	Residual impact	Residual risk	Comments
Resources to deliver proposals. Significant resource required to deliver change which could impact on other work	HIGH	3	3	MED	Resource has not yet been confirmed for delivery of change, including management resource, but this is currently being scoped.
Short-stay car park permit. Could undermine bus incentives, sustainable transport by incentivising driving. Impact on income unknown and could be higher.	HIGH	3	3	MED	Promotion of bus incentives and other sustainable transport to be aligned. Charging for permit needs to offset loss of income.
Enforcement and admin. Increase in staff required and costs increased. Staff are difficult to recruit.	HIGH	3	3	MED	Cost modelling makes assumptions about costs of administration. It is assumed enforcement is cost neutral.
Income assumptions for new charges. No accurate data on existing usage so modelling is based on assumptions. Proximity of other free parking options could impact on income assumptions.	MED	3	3	MED	Ongoing review of usage. Longer term introduction of other parking measures such as residents parking will assist usage.
Level of charge/ increases being perceived as too high.	LOWMED	2	2	LOWMED	Robust narrative required to explain financial situation and need to recover more costs of providing parking. Increases have been kept to a minimum. New charges are lower than existing charges initially.

9. Equality Implications

Have you undertaken an Equality Impact Assessment? Yes

- 9.1 The initial Equality Impact Assessment has indicated there are users who will experience a disproportionate impact from the proposed changes: Blue badge holders will benefit from greater availability of parking spaces, both in dedicated bays and the charged bays where management of parking will increase turnover of users and availability of spaces should increase significantly. Blue badge holders are exempt from on-street P&D charges and time limits and normally benefit from additional time in short stay off-street car parks.
- 9.2 The implementation of parking charges is likely to disproportionately impact those on a low income. The charging levels will be subject to a formal public consultation as part of the scheme development.

- 9.3 The proposals to move toward cashless payments may not be welcomed by those who find it difficult to use mobile phones. Evidence suggests this tends to be older people so this proposal may disproportionately affect them.

10. Corporate Implications

There is a need for further allocation of resources if these proposals progress to the implementation stage. This includes resourcing for the project management, engineer design work by the Highway engineering team and further consultation/ engagement and surveying work. Any alterations to car parks will require ongoing asset maintenance and support from Car Parking Services to operate.

11. Options Considered

The recovery of income from car parking assets where charges don't yet apply is a corporate priority for North Somerset Council. If this is not achieved, cost savings will need to be made elsewhere.

Authors:

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Background Papers:

- Joint Local Transport Plan (JLTP4)
<https://travelwest.info/projects/joint-local-transport-plan>
- Leigh Woods Executive Report October 2019
<https://apps.nsomerset.gov.uk/Meetings/document/report/NSCPM-111-480>
- [Car parking review initial recommendations January 2020](https://n-somerset.moderngov.co.uk/Data/Executive/202001071000/Agenda/13%20Car%20Parking%20Review%20Initial%20Recommendations.pdf)
<https://n-somerset.moderngov.co.uk/Data/Executive/202001071000/Agenda/13%20Car%20Parking%20Review%20Initial%20Recommendations.pdf>
- Executive Committee January 2020 Minutes
<https://n-somerset.moderngov.co.uk/Data/Executive/202001071000/Agenda/Minutes.pdf>
- Parking review Executive report October 2020
<https://nsomerset.moderngov.co.uk/Data/Executive/202010211430/Agenda/11%20Parking%20Review.pdf>
- Executive Committee October 2020 Minutes

<https://n-somerset.moderngov.co.uk/Data/Executive/202010211430/Agenda/Minutes.pdf>

- Consultation results summary report
<https://n-somerset.inconsult.uk/carparkreview/consultationHome>

Appendices:

Appendix A – Draft Parking Management Strategy – Summary version
Appendix B – Draft Parking Management Strategy – Further information
Appendix B – Draft Parking Management Strategy Action Plan

North Somerset Council

Parking Management Strategy

Action Plan 2024-30

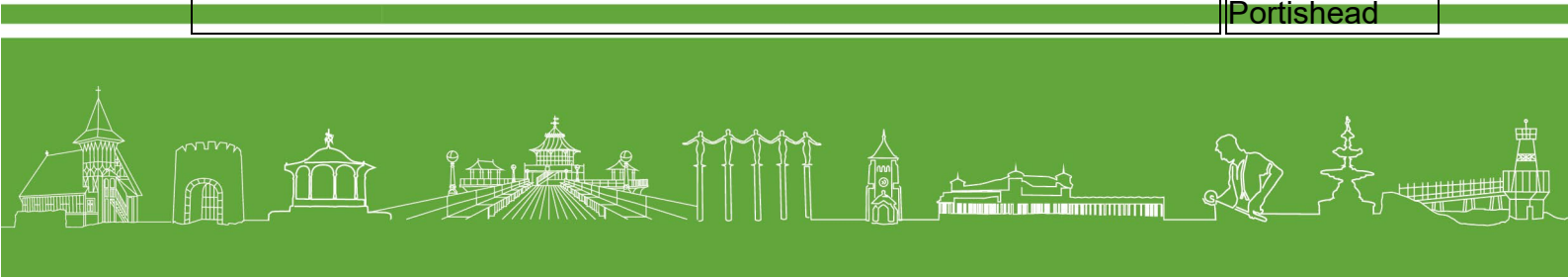
Our vision:

- Well-managed, well-maintained parking facilities that meet our current and future needs, support local economies, respond to the challenges of the climate emergency, and uphold our ambitions for healthy communities, which are safe and attractive places for residents and visitors to use.
- The right balance of provision to meet community and economic needs whilst not encouraging unnecessary car journeys or blighting neighbourhoods.
- Parking that is self-funding where possible or which creates surplus to invest in improved transport, infrastructure and maintenance.

The list of actions that could be developed includes:

Short Term (next 1-2 years)

Intervention	Location
<p>Improve the way parking is managed in places of high demand by introducing charges in some of the car parks that are currently free</p>	<p>Car parks in the main towns: Clevedon, Nailsea, Portishead</p>



Design and implement on-street parking charges in places of high demand	Main towns: Clevedon, Nailsea, Portishead
Residents Parking Pilot Scheme – Detailed design and implement phase 1 of the proposed resident parking scheme	W-s-M Town Centre / phased in other locations
Develop proposals for overnight parking restrictions to tackle nuisance parking (camper vans)	Portishead Lakegrounds, Clevedon Seafront
Review charges across all parking locations to ensure the right charges for the right areas	All
Inflationary increases annually on all parking charges	All locations
Parking enforcement – legal powers to be introduced in Weston seafront and enforcement to be introduced	Weston
Cashless parking – develop proposal with timescales	All locations
Design and implement a short-stay car park permit to support local residents and the local economy	Main towns: W-s-M, Clevedon, Nailsea, Portishead

Longer term (3-6 years)

Intervention	Location
Design and implement future phases to expand on the pilot residents parking scheme	W-s-M Town Centre
Design and implement other resident parking scheme(s)	Locations resulting from the expansion of

	charges across the district. Also may include Uphill near the hospital and Coronation Estate near Loxton Road college campus
Review of our approach to the parking app and the National Parking Platform.	All locations
Invest in the maintenance of car parks	All locations
Consider future expansion of charges	All locations
Expand secure parking options for e-bikes and bicycles.	All Locations