

## **Implementation of Charging Scheme for Car Parking in Cannon Hill Park and Approval to Undertake Associated Improvement Works.**

**Executive response to Call-In of the decision made by the Cabinet Member for Clean Streets, Recycling and Environment jointly with the Corporate Director for Place on 28 April 2017**

### **Cabinet Meeting - 27 June 2017**

#### **1. Background**

The intent to introduce car parking charges in parks was included in the budget consultation in 2015/16. On 28th April 2017 the Cabinet Member for Clean Streets, Recycling and Environment, jointly with the Corporate Director for Place took a decision to approve the Full Business Case for the implementation of car parking charges within Cannon Hill Park, as part of an overall strategy to introduce charges across City Council parks.

A request for Call-In was made to the Corporate Resources and Governance Overview and Scrutiny (O&S) Committee by Councillors Deirdre Alden and Andrew Hardie on 28th April 2017.

The Corporate Resources and Governance O&S Committee met on 17th May 2017 to consider the matter. In doing so, Members heard from Councillor Lisa Trickett, Cabinet Member for Clean Streets, Recycling and Environment; Steve Hollingworth, Service Director Place and Ken Lyon, Head of Commercialism.

The Scrutiny Committee resolved to uphold the Call-In and referred the decision for reconsideration by Cabinet on 27 June 2017.

#### **2. Reason for Call-In**

The reason for the Call-In was that the Executive appeared to have failed to consult relevant stakeholders or other interested persons before arriving at its decision. Cabinet is being asked therefore to ensure that:

- a) Consultation with all relevant ward members (in particular Edgbaston) is carried out
- b) Further consultation is undertaken with residents and park users to strengthen the business case for a Charging Scheme for Car Parking in Cannon Hill Park.

#### **3. Comments in response:**

In response to the concerns raised by the Scrutiny Committee the Cabinet Member for Clean Streets, Recycling and Environment has commissioned further activity to provide assurance to Cabinet that meaningful consultation has been undertaken with ward Councillors, park users and the residents of surrounding roads. In addition to the consultation outlined in the Cabinet Member report further consultation includes:

- a) **Consultation with Ward Councillors** - The Service Director (Sports, Events, Open Space and Wellbeing) has consulted with ward Councillors for Edgbaston and Selly Oak and offered to attend a ward Councillor meeting regarding the permanent TRO to introduce car parking charges, and the experimental TRO to mitigate the impact of displacement parking on neighbouring roads.

It should be noted that during this consultation Cllr Deidre Alden has asked for her objection to the introduction of the charge to be noted. There have been no other objections from other ward Councillors.

Further consultation will be undertaken with all relevant ward Councillors, including attendance at ward meetings where requested.

- b) **Consultation with users of Cannon Hill Park** - Face to face consultation with the users of Cannon Hill Park has taken place, with 159 responses received from users of Cannon Hill Park. The consultation revealed a range of responses to the introduction of the charge for parking to invest in facilities within the park. Of the 159 park users surveyed 50.3% responded in a way that was neutral or positive. It can be noted that some respondents who said they disagreed with charging stated they would agree with paying for parking if it could be guaranteed the park would retain the income. A substantial number of those surveyed felt that a 'fair charge' for car parking in Cannon Hill park would be £2 for 4 hours; £3 for 4 hours+ (45.9%). A detailed summary of the consultation is attached in Appendix 1.

- c) **Consultation with residents of surrounding roads** - Residents on streets surrounding the park that are deemed to be vulnerable to displacement car parking have been consulted with about the proposals and the use of an experimental TRO to mitigate the impact of displacement parking. Following advice from ward Councillors and highways engineers, a number of streets within Edgbaston, Moseley and Kings Heath wards were sent a written invitation to a consultation meeting on 14 June (a listing of the roads can be found in Appendix 2). Other roads outside of these areas were either considered to be a sufficient distance from the park as to not be impacted or to have adequate restrictions already in place. It should be noted that ongoing monitoring and consultation will be undertaken along all roads surrounding the park during the experimental TRO.

The meeting held on 14 June in the Midlands Art Centre focussed on the impact of displacement parking on surrounding roads and the use of traffic restrictions to mitigate this. 88 people attended the session and outcomes of the session will be considered as part of a revised iteration of the experimental TRO.

- d) **Consultation with residents associations** - Information has been shared with residents associations and as part of further consultation during the experimental period relevant individuals will attend residents' association meetings for Selly Park

and Russell Road to discuss the implementation of traffic restrictions to mitigate the impact of displacement parking.

- e) **Further consultation during experimental period of TRO** - Active consultation with residents on the terms of the experimental TRO is planned for the first 6-12 months of the introduction of the proposal. Consultation methodologies will include further meetings with residents, surveys of the impact of displacement and further written communication. The planned consultation will focus on residents in surrounding roads and relevant residents associations.

#### 4. Risks

The areas of greatest risk have been identified as part of the project plan and mitigations are in place:

- a) **Negative impact on local neighbourhoods as a result of displacement** – this is mitigated by the nature of the experimental TRO drawn up which offers flexibility regarding restrictions
- b) **Risk of reduced use of parks** – although this is likely to occur to some extent, information from other authorities has indicated that the impact of this is likely to be limited.

#### 5. Dependencies

- a) **Objections report** – the implementation of the parking charges is subject to the Interim Assistant Director for Highways and Infrastructure, in consultation with the Cabinet Member for Transport and Roads approving the implementation of the proposed permanent TRO in Cannon Hill Park.