

TITLE	Commuter Parking Task and Finish Group – Management Response
FOR CONSIDERATION BY	The Executive on 31 March 2016
WARD	None specific
DIRECTOR	Heather Thwaites, Director of Environment
LEAD MEMBER	John Kaiser, Executive Members for Planning and Highways

OUTCOME / BENEFITS TO THE COMMUNITY

Tackle the problem of commuter parking on residential roads, improve accessibility of railway stations and encourage sustainable and active travel modes in accordance with the current local transport plan.

RECOMMENDATION

That the Executive note the report of the Community and Corporate Overview and Scrutiny Committee’s Commuter Parking Task and Finish Group and determines the recommendations from the scrutiny review that it wishes to accept, and those it does not.

SUMMARY OF REPORT

The Community and Corporate Overview and Scrutiny Committee established a Task and Finish Group to examine the problem of commuter parking on residential streets. The Terms of Reference outlined the key points to be examined:

- To consider the desirability of car parking keeping pace with the demand for rail travel and how that might be provided.
- To consider the balance of parking restrictions and their enforcement when weighed against encouraging modal shift from cars.
- To consider feeder buses to railways stations and, in particular, orbital bus services as suggested in Wokingham Borough Council’s adopted Park & Ride Strategy.
- To enquire on progress towards the targets for active transport in LTP3.
- To consider and understand the effect of commuter parking on residents near railway stations.

The report of the Task and Finish Group is attached as Appendix A. The Group made a series of recommendations based on its consideration of the evidence it took. This report provides the management response to those recommendations.

Background

The recommendations made by the Task and Finish Group are reproduced in the table below with the management response in the opposite column.

Recommendations (Paragraph)	Officer response
<p>1 Pricing of Council operated car parks (7.5) Council run car parks near railway stations primarily required to service local needs should have a time restriction or a pricing mechanism to discourage their use by commuters.</p>	<p>The Council's existing pricing policy is based on having a consistent charging regime across the Borough and is not determined from demand. If the Council wishes to consider the suggested approach this would require a review of this existing pricing regime.</p>
<p>2. Parking Provision (8.6) We support the decision to seek to implement CPE.</p>	<p>The CPE implementation project has been established and is on programme to implement CPE in 2017.</p>
<p>3. That the Council considers some form of metered parking in selected roads near railway stations which are used for commuter parking where road safety issues allow.</p>	<p>On street car parking charges are not currently proposed. Controlling on street parking through the use of charges could give greater control of parking. If the Council wished to consider such an approach in selected areas it is recommended that the proposals are progressed in consultation with local town and parish councils and local residents and businesses.</p>
<p>4. Active Transport (9.5) That the Council should continue to work with the TOCs to increase and improve cycle storage at all stations.</p>	<p>The principle of improving facilities to encourage sustainable and active travel modes is set out in the current local transport plan.</p>
<p>5. That the suggested cycle routes from Woodley and Charvil to Twyford Station should be progressed.</p>	<p>These routes would make a considerable contribution to improving the cycle network in the Borough but are, at present, unfunded.</p>
<p>6. Ticketing (10.7) The Council should maintain a watching brief on Smart Card development.</p>	<p>Agreed</p>
<p>7. Crowthorne Station (11.9) That the Council requests that Bracknell Forest Council considers removing the 2 hour time limit on 16 spaces in the car park on Dukes Ride at the entrance to Wellington Business Park.</p>	<p>This matter can be taken up with Bracknell Forest Council</p>
<p>8. That GWR explores with Wellington College the possible availability of a small part of Derby Field to expand the station car park at Crowthorne.</p>	<p>This is a matter between 2 private companies but the issue can be raised with them to progress</p>

<p>9. That Bracknell Forest Council is asked to work with GWR to enhance the provision of cycle storage at Crowthorne Station.</p>	<p>This matter can be taken up with Bracknell Forest Council</p>
<p>10. Wokingham Station (11.13) That SWT is asked to ensure that the design for partial decking in the Wokingham station car park allows further expansion.</p>	<p>This matter can be raised with SWT but it is understood that the design for the deck has been completed and so it is unlikely any changes t that design will be made prior to construction in April 2017.</p>
<p>11. That the Council considers, in conjunction with the bus operators, the viability and reliability of through bus services from Arborfield to Twyford Station via Wokingham.</p>	<p>We will continue to work with bus operators to deliver viable commercial services that improve transport options for residents across the Borough.</p>
<p>12. That the Council works with SWT to enhance the provision of cycle storage at Wokingham Station.</p>	<p>The principle of improving facilities to encourage sustainable and active travel modes is set out in the current local transport plan.</p>
<p>13. Winnersh Station (11.16) That the Council explores the possibility of a joint use car park for Forest School and the station and, were that possible, how parking would be managed.</p>	<p>Whilst the idea is welcomed this is not a current scheme in the work programme and as such there is no resource available to explore this concept.</p>
<p>14. That the Council works with SWT to enhance the provision of cycle storage at Winnersh Station.</p>	<p>The principle of improving facilities to encourage sustainable and active travel modes is set out in the current local transport plan.</p>
<p>15. Winnersh Triangle Station (11.22) That the Council equalises charges for the car park at Winnersh Triangle for both bus and train users.</p>	<p>The Council's current policy is to normalise car parking charges across the Borough and also to ensure that park and ride is self-funding. The current charging regime for bus users is commensurate with other park and ride schemes in the UK. These policies would need to be reviewed if the proposal is accepted.</p>
<p>16. That the Council works with SWT to enhance the provision of cycle storage at Winnersh Triangle Station.</p>	<p>The principle of improving facilities to encourage sustainable and active travel modes is set out in the current local transport plan.</p>
<p>17. Earley Station (11.27) That the Council works with Earley and Woodley town councils to identify options to increase the availability of car parking near Earley Station including some form of metered parking on selected roads.</p>	<p>Whilst the idea is welcomed this is not a current scheme in the work programme and as such there is no resource available to explore this concept. See comment under 8.6 above re on street car parking charges.</p>

18. That the Council works with SWT to enhance the provision of cycle storage at Earley Station.	The principle of improving facilities to encourage sustainable and active travel modes is set out in the current local transport plan.
19. Wargrave Station (11.32) That the Council, with Wargrave Parish Council, examines the option of removing the double yellow lines on Station Road between the station parking area and the public parking.	Whilst the idea is welcomed this is not a current scheme in the work programme and as such there is no resource available to explore this concept.
20. Twyford Station (11.41) That all parties including the Council, GWR and Twyford Parish Council work together to ensure that residents of the Borough are able to access rail services at Twyford.	The Council is continuing to explore options for improving access to Twyford station.
21. That the Council seeks professional consultancy advice on the practicality of Park & Ride services and connecting buses to serve Twyford.	Whilst the idea is welcomed this is not a current scheme in the work programme and as such there is no resource available to explore this concept.
22. That Bracknell Forest Council is asked what plans, if any, they have for connecting buses from their new housing in the Binfield area.	This matter can be taken up with Bracknell Forest Council.

Analysis of Issues

Issues as identified above

FINANCIAL IMPLICATIONS OF THE RECOMMENDATION

The Council faces severe financial challenges over the coming years as a result of the austerity measures implemented by the Government and subsequent reductions to public sector funding. It is estimated that Wokingham Borough Council will be required to make budget reductions in excess of £20m over the next three years and all Executive decisions should be made in this context.

	How much will it Cost/ (Save)	Is there sufficient funding – if not quantify the Shortfall	Revenue or Capital?
Current Financial Year (Year 1)	N/A		
Next Financial Year (Year 2)	N/A		
Following Financial Year (Year 3)	N/A		

Other financial information relevant to the Recommendation/Decision
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Agreed recommendations will be progressed as resources become available within existing budgets. Where additional resource is required to progress any of the proposals or particular priorities are identified then a further report will be brought to Executive
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Cross-Council Implications

None

List of Background Papers

None

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