

REPORT TO EXETER CITY COUNCIL SCRUTINY COMMITTEE ECONOMY

Date of Meeting: THURSDAY 22nd JANUARY 2015

Report of: ASSISTANT DIRECTOR PUBLIC REALM

Title: PARKING PLACES ENFORCEMENT

Is this a Key Decision?

No

One that affects finances over £1m or significantly affects two or more wards. If this is a key decision then the item must be on the appropriate forward plan of key decisions.

Is this an Executive or Council Function?

Executive

1 What is the report about?

- 1.1 To consider the inclusion of additional parking places within the Civil Enforcement Order, effectively bringing the enforcement of more city-Council owned parking areas in-house.

2 Recommendations:

Members are requested to support a recommendation for Executive approval of the following to :-

- 2.1 Amend the City of Exeter (Civil Enforcement Off-Street Parking Places) Order 2014 to include the Swans Nest car park for enforcement of classes of vehicles not permitted;
- 2.2 Confirm the permanent inclusion in the 2014 Order of sites at Duryard, Bromhams Farm, Cowick Barton Fields, Bettysmead, Hamlin Lane, King George V and Station Road (Pinhoe) following their successful trial in 2014;
- 2.3 Confirm the Clifton Hill Ski Slope Approach as suitable for enforcement by a private parking enforcement company; and
- 2.4 Review the private arrangements currently in place for Station Road, Exwick and Flowerpot at the end of the lease periods in May and March 2017 respectively.

3 Reasons for the recommendations:

- 3.1 To enable Council parking enforcement resources to be prioritised to the areas of statutory responsibility and income protection
- 3.2 To allow for effective enforcement of areas that require regular patrols but would be low priority for the Council's in-house enforcers.

4 What are the resource implications including non financial resources.

- 4.1 None. The recommendations can be achieved within existing resources.
- 4.2 The impact of committing the current in-house team to enforce on a regular basis over additional parking areas could be a reduction in payment compliance at pay & display car parks.

5 Section 151 Officer comments:

- 5.1 There are no additional financial implications set out in the report.

6 What are the legal aspects?

6.1 Any new parking areas to be enforced by the Council would need to be added to the Council's Parking Places Order and advertised accordingly.

7 Monitoring Officer's comments:

7.1 This report raises no issues of concern for the Monitoring Officer provided that:

- (a) Exeter City Council retains control of each of the car parks set out in the recommendation in paragraph 2 of this report.
- (b) Members carefully consider any comment that may be received from members of the public before the Order is amended.

8 Report details

8.1 Exeter City Council provides a large number of off-street parking areas and these are currently enforced in a number of different ways dependent upon the nature and function of the parking area:

8.2

Type	Site	Function	Enforced By	Nature of Enforcement
(a)	Bampfylde Street, Bartholomew Terrace, Belmont Road, Bystock Terrace, Cathedral & Quay, Gordons Place, Harlequins, Haven Road, Holman Way, Howell Road, King William Street, Magdalen Road, Magdalen Street, Matthews Hall, Okehampton Street, Parr Street, Princesshay 2, Princesshay 3, Richmond Road, Smythen Street, Tappers Close	Pay & Display	Exeter City Council CEOs	Regular enforcement patrols to protect car park income during charging hours (08:00 – 18:00hrs).
(b)	Guildhall, Mary Arches Street, John Lewis	Pay on Foot	Exeter City Council CEOs	Enforcement not required to protect income as drivers must pay to exit. PCNs issued on rare occasions by staff working from these sites for issues of obstruction or abusing disabled bay.
(c)	Matford Park & Ride, Duryard, Bromhams Farm, Cowick Barton Fields, Bettysmead, Hamlin Lane, King George V, Station Road (Pinhoe), Swans Nest	Free	Exeter City Council CEOs	Reactive enforcement of classes of vehicles not permitted (caravans, trailers etc) or any vehicle staying more than 24 hours.

(d)	Albert Street, Clifton Street, East John Walk, Leighton Terrace, Lower Albert Street, Oxford Road, Parr Street, Sandford Walk, St Matthews Close	Residents Car Parks available to those with a DCC permit	Exeter City Council CEOs	Enforcement of vehicles not displaying a DCC residents permit. PCN income remains with ECC
(e)	Shilhay, James Court, Prospect Place, Allhallows Court, Sidwell Street Flats, Prescott Road, Flowerpot Lane, Watergate	Permit/Resident Only Sites	Premier Park	Regular patrols to enforce against non-permit holders parking in Housing tenants bays. 24/7 restriction.
(f)	Phoenix Art Centre, RAMM, Clifton Hill Ski Slope Approach	Permit/Customer Only Parking	Premier Park	Regular patrols to enforce parking scheme.
(g)	Flowerpot, Station Road (Exwick)	Pay & Display	Premier Park	Previously free car parks leased to Premier Park until 2017.
(h)	Turf, Canal Basin, Exeter Quayside	Some Permit Parking	Premier Park	Regular patrols to enforce against non-permit holders parking in these locations to detriment of SSSI (Turf) and historic location ambience (Quayside and Basin.)

- 8.3 Approval was given in November 2013 to a new Parking Places Order. At that time, Members were keen to explore how all City Council owned off-street parking areas could be enforced by the Council's in-house Civil Enforcement Officers. This was as a result of concerns about negative publicity surrounding the use of clamping as an enforcement measure and the 'robust' approach adopted by a private parking enforcement company on non-Council parking sites in Exeter.
- 8.4 Many of the causes for concern around bad practice in private parking enforcement were resolved when clamping as a parking enforcement tool was made illegal in October 2012. In addition, the British Parking Association has set up an Approved Operator Scheme and an Independent Appeal Service to better regulate private parking enforcers.
- 8.5 Private parking enforcement offers a cost effective solution for our sites where no charge is made but regular patrols are necessary throughout the day and evening to protect the facility for residents and customers. Further investigation of the council-owned parking sites that are currently enforced by private companies has shown that the service provided by Premier Park for the City Council's housing tenants at Shilhay, James Court, Prospect Place, Allhallows Court, Sidwell Street Flats, Prescott Road, Flowerpot Lane and Watergate is widely appreciated. As a result no change to these arrangements is proposed.
- 8.6 Furthermore, the service provided by Premier Park for the City Council's leisure customers at the Phoenix Art Centre and RAMM appears to be working well. As a result no change to these arrangements is proposed, other than to add in the Clifton Hill Ski Slope Approach site.
- 8.7 In addition, the private arrangements currently in place for Station Road, Exwick and Flowerpot are working effectively but should be reviewed at the end of the lease periods in May and March 2017 respectively

8.8 The arrangements for the seven parking sites added to the Parking Places Order in January 2014 on a trial basis (see (c) in the table at 8.2, except Matford P&R) are working well and should now be included permanently, with the one remaining anomaly - Swans Nest – also to be included.

8.9 In summary the recommendation is to retain the current arrangements with the exception of:-

- a) Amending the Parking Places Order to add the Swans Nest car park so that it can be enforced by the in-house team
- b) Adding Clifton Hill Ski Slope Approach to the free sites enforced by Premier Parking

9 How does the decision contribute to the Council's Corporate Plan?

- Improve the environment and my neighbourhood – by ensuring adequate parking enforcement to deter problem parking.
- Help me run a successful business in Exeter – by ensuring appropriate turnover of parking bays through sensible and sensitive parking enforcement patrols focused on core car parks (see (a) in table above).

10 What risks are there and how can they be reduced?

10.1 These recommendations offer the lowest risk option, allowing the in-house team to focus on the business critical sites and those with minimal demand for regular patrols. The areas requiring regular patrols with little financial return should continue to be enforced by a cost effective private contractor.

11 What is the impact of the decision on equality and diversity; health and wellbeing; safeguarding children, young people and vulnerable adults, community safety and the environment?

11.1 None.

12 Are there any other options?

12.1 To increase the staffing resource of the internal team.

Sarah Ward, Assistant Director Public Realm

Local Government (Access to Information) Act 1972 (as amended)

Background papers used in compiling this report:-

None

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