

REPORT TO EXECUTIVE

Date of Meeting: 10 March 2020

Report of: Director

Title: Parking Tariffs 2020

Is this a Key Decision?

Yes

Is this an Executive or Council Function?

Executive

1. What is the report about?

Increasing car park tariffs from May 2020 and making minor amendments under the Parking Places Order to improve the regulation of Council car parks and to support the Council's aims of reducing traffic congestion, improving air quality, and addressing the goal of a carbon neutral Exeter by 2030.

2. Recommendations:

2.1 To amend the Car Parking Places Order 2014 as follows:-

- a) To make car park residential permits free for electric vehicles
- b) To raise the minimum tariff in all car parks from 1 hour to 2 hours
- c) To increase tariffs for stays between 2 hours and 7 hours in Premium, Zone 1 and Zone 2 car parks by 10p
- d) To increase tariffs for all-day stays in Premium car parks by £3.00
- e) To increase tariffs in Zone 3 car parks by 50p (for 2 hour stays), £1.00 (for 3 hour stays), £1.50 (for 4 hour and all day stays) and by £5.00 for coaches (all day)

Premium Car Parks (Guildhall, Mary Arches, John Lewis)		
Stay	Current Tariff	Proposed Tariff
1 hour	£3.30	n/a
2 hours	£4.40	£4.50
3 hours	£5.50	£5.60
4 hours	£6.60	£6.70
5 hours	£7.70	£7.80
6 hours	£8.80	£8.90
7 hours	£9.90	£10.00
All day	£15.00	£18.00

Zone 1 Car Parks (Bampfylde Street, Bartholomew Terrace, Harlequins, King William Street, Magdalen Road, Magdalen Street, Matthews Hall, Princesshay 2, Princesshay 3, Smythen Street)		
Stay	Current Tariff	Proposed Tariff
1 hour	£2.20	n/a

2 hours	£3.30	£3.40
3 hours	£4.40	£4.50
4 hours	£5.50	£5.60
5 hours	£6.60	£6.70
6 hours	£7.70	£7.80
7 hours	£8.80	£8.90
All day	£13.00	£13.00
Zone 2 Car Parks (Belmont Road, Bystock Terrace, Cathedral & Quay, Haven Road 1, Howell Road, Richmond Road, Parr Street, Topsham Quay, Triangle)		
Stay	Current Tariff	Proposed Tariff
1 hour	£2.20	n/a
2 hours	£3.30	£3.40
3 hours	£4.40	£4.50
4 hours	£5.50	£5.60
5 hours	£6.60	£6.70
All day	£11.00	£11.00
Zone 3 Car Parks (Flowerpot, Haven Road 2 & 3, Holman Way, Okehampton Street, Tappers Close, Turf Approach)		
Stay	Current Tariff	Proposed Tariff
1 hour	£1.00	n/a
2 hours	£1.50	£2.00
3 hours	£2.00	£3.00
4 hours	£2.50	£4.00
All day	£3.50	£5.00
Zone 3 Car Parks with Maximum Stay (Bromhams Farm, Clifton Hill, Gordons Place, Station Road (Exwick))		
1 hour	£1.00	n/a
2 hours	£1.50	£2.00
3 hours maximum stay	£2.00	£3.00
Other charges		
Coach Parking at Haven Road 3 (per day)	£5.00	£10.00
Season Ticket (per annum)	£1,500.00	£1,500.00
Residents Annual Car Park Permit (within catchment zone)	£150.00	£150.00
Residents Annual Car Park Permit (if electric vehicle and within catchment zone)	£150.00	Free
Business Annual Car Park Permit (within catchment zone)	£250.00	£250.00

Cathedral & Quay Dedicated Business Bay (within catchment zone and subject to availability)	£750.00	£750.00
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2.2 To include the requirement for all vehicles parking within Exeter City Council car parks to hold a valid vehicle tax and MOT

2.3 To include the access road into Haven Road 2 and 3 car parks within the Parking Places Order

3. Reasons for the recommendation:

3.1 To continue the existing approach of implementing reasonable and regular tariff increases to support the Council's aims of reducing traffic congestion, improving air quality in the city, and addressing the goal of a carbon neutral Exeter by 2030.

3.2 To help encourage a move towards electric vehicle ownership by offering free residents annual car park permits for such vehicles within existing catchment zones

3.3 To deter drivers from using free Council car parks as informal 'off road storage sites' for vehicles without sufficient tax or MOT cover to be on the Highway

3.4 To ensure appropriate regulation of Haven Road 2 and 3 access road to enable enforcement options to be used in the event of cars parking on existing double yellow lines

4. What are the resource implications including non financial resources.

4.1 Based on ticket data for 2019, and allowing for a modal shift (or resistance factor) or 5% the projected net annual income would be £8.8M

5. Section 151 Officer comments:

The projected income is marginally below the budget proposed for 2020-21. However, as this can only ever be an estimate, Finance will continue to monitor actual receipts on a monthly basis to ensure that the budget remains on track or to highlight any issues to members.

6. What are the legal aspects?

In order to bring these changes into effect, the Council is obliged to comply with the procedural requirements set out in the Road Traffic Regulations Act 1984.

7. Monitoring Officer's comments:

Provided that the procedural requirements referred to in paragraph 6 above are met, this report raises no issues for the Monitoring officer.

8. Report details:

8.1 The City Council and Devon County Council have declared a climate emergency and are committed to achieving a carbon neutral city and county by 2030. The Exeter Place Board has also signed off the Exeter Vision 2040 with a stated aim to be carbon neutral

by 2030. The County and City are working closely on the Exeter Transport Strategy with the aim of making a significant shift in how people get around the city, with an aim to limit the number of journeys by car that originate or terminate in the city to no more than 50%. This assumes within the city more journeys will be made by foot, bicycle and public transport. Clearly there are lots of things that will need to be done to support this ambition, including hard infrastructure, and improvements in alternatives. These matters are being progressed by the transport authority and a range of mobility initiatives will be involved. This is a five to ten year programme that will need to rapidly step up. It is clear that with a stated aim of reducing congestion in the City, the City Council cannot help support this objective without reasonable and regular increases in tariffs, but we are in a transition and this report does not constitute a fundamental review of the approach to the parking tariffs.

- 8.2 Any increases must be balanced alongside the accompanying strategic aims of:-
- a) Ensuring car parks contribute to economic growth
 - b) Maximising the capacity of existing Council assets
 - c) Improving the city centre environment
 - d) Promoting sustainable travel
 - e) Reducing congestion
 - f) Maintaining an income stream to help fund essential services
- 8.3 Parking data for the past 12 months indicates a 7.5% fall in the number of vehicles using Council car parks alongside a 7.4% increase in income.
- 8.4 Coach parking in the designated area at Haven Road has increased by 255%
- 8.5 The proposed rise of £3.00 for all day parking in Premium car parks reflects the longer charging period in these sites (8am – midnight) compared to all other sites (8am – 6pm)
- 8.6 In these circumstances the proposed tariff changes should help deliver objectives b, c, d, e and f in the above list.
- 8.7 However, it is recognised that the management of car parks and setting of tariff structures is only part of a wider range of transport based issues that need to be explored in a holistic manner to help address the environmental challenge in the city.
- 8.8 This transitional work will commence during 2020 and involve partner agencies and commercial operators across the transport sector.
- 8.8 The access road into Haven Road 2 and 3 car parks is not currently within the Parking Places Order so no enforcement action can be taken against vehicles parked blocking this route. By including this additional area the site can be better managed in the event of such situations.
- 8.9 A relatively small number of central properties currently qualify for a car park residential permit, these are mainly around Bartholomew Terrace and Richmond Road car parks and cost the permit cost is £150.00 per annum. In proposing to make these free for electric vehicles it is hoped to provide an additional incentive to those residents considering changing from a traditional car to a greener alternative.

- 8.10 In response to previous complaints about non-taxed/MOT vehicles being stored for long durations within Newtown area resident's car parks, an amendment should be made to the Parking Places Order to ensure the same level of vehicle tax/MOT compliance as required for parking on the highway.
- 8.11 The city centre is a major source of employment to the city and a major contributor to the growth of the city. Not only does the centre provide great things for people to see and do, it creates a sense of place and city pride, hosting a range of cultural and entertainment facilities. The City centre also has to support employers and those who make a living from businesses in the city centre. Increasingly, Exeter has grown as a major leisure and retail destination. The city supports a wide catchment population, whilst rail patronage has grown remarkably so in recent years, many rural communities are dependent on road based solutions. Whilst park and ride facilities are available and usage is increasing, there is still a great demand for city centre car parking; and we are especially aware of the need to balance the desire from retailers for cheap and plentiful parking with the need to create an attractive environment for those that live in the city and who expect to have good air quality and attractive public spaces.
- 8.12 The Liveable Exeter programme and the City Council's Vision for a Green Capital set out a desire to improve the environment of the city centre, providing more public spaces free from cars and through traffic. This inevitably requires choices to be made. We want the city centre to remain successful and for visitors to continue to come to the centre. Achieving these outcomes whilst balancing strategic objectives is not easy but we are on this path, and we will need to make rapid progress in the short to medium term if we are to deliver on the Carbon Neutral Exeter agenda.

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

- 9.1 This recommendation directly contributes to the Council's carbon neutral challenge by continuing to increase tariffs in an attempt to reduce car journeys into central Exeter and by offering residents within car park permit catchment zones the incentive of free permits if they change to electric powered cars.

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

- 10.1 It has to be recognised that the Council currently relies heavily on car park income in order to fund many other services across the city. As the number of vehicles using Council car parks reduces consideration needs to be given as to how to replace that income, potentially by utilising redundant car park sites to generate other revenue streams.
- 10.2 A reduction in compliance is a risk at some sites with some drivers electing to risk receiving a Penalty Charge Notice rather than paying the required tariff. A greater focus on parking enforcement in these areas would reduce that risk.

11. Equality Act 2010 (The Act)

- 11.1 Under the Act's Public Sector Equalities Duty, decision makers are required to consider the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;

- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
 - foster good relations between people by tackling prejudice and promoting understanding.
- 11.2 In order to comply with the general duty authorities must assess the impact on equality of decisions, policies and practices. These duties do not prevent the authority from reducing services where necessary, but they offer a way of developing proposals that consider the impacts on all members of the community.
- 11.3 In making decisions the authority must take into account the potential impact of that decision in relation to age, disability, race/ethnicity (includes Gypsies and Travellers), sex and gender, gender identity, religion and belief, sexual orientation, pregnant women and new and breastfeeding mothers, marriage and civil partnership status in coming to a decision.
- 11.4 In recommending this proposal no potential impact has been identified on people with protected characteristics as determined by the Act because:-
- 11.4.1 There is no recommendation to review the existing policy of providing unlimited free parking in pay & display car parks for valid Blue Badge holders

12. Carbon Footprint (Environmental) Implications:

- 12.1 Only positive carbon/environmental impacts arising from the recommendations are expected. The 170,175 (7.5%) fewer vehicles using Council car parks between 2018 and 2019 equates to an approximate carbon reduction of 285 tonnes of CO₂. The anticipated further 5% reduction in vehicles during 2020/21 would equate to an additional reduction of 190 tonnes. Calculations based on average car emitting 280 grams per mile (carbonindependent.org website) and an average journey being 6 miles (3 miles into Exeter and 3 miles return).
- 12.2 The Road Map to a carbon neutral Exeter recognises that we have to reduce the dominance of cars. The document states "To achieve a modal shift away from high-carbon forms of transport it is vital to implement options that are cheaper, quicker and more convenient than private car ownership. It recognises that a Net Zero Exeter will have cleaner, more efficient public transport and reduced dominance of cars in the city centre, making more attractive public spaces." It further recognises the city centre will need to be free from non-essential motorised vehicles, providing vibrant public spaces and freeing up land currently used for driving and parking. The parking tariff structure and the availability of car parking will therefore be an important lever in moving to a carbon neutral city. But we have a lot of work to do on addressing: our sustainable travel initiatives, city wide mobility schemes, integrated multimodal ticketing etc. Therefore, it would be right to consider our approach to the traffic structure as a work in progress and not necessarily what would fully be compatible with a carbon neutral city. It reflects the need to balance availability of car parking to support city centre businesses and supporting strategic aims of carbon reduction and tackling congestion.

13. Are there any other options?

- 13.1 Maintain existing tariffs and make additional income or savings in other areas.

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

Background papers used in compiling this report:-
Tariff Income Projection (Appendix 1)

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