

EXETER CITY COUNCIL**EXECUTIVE
20 NOVEMBER 2012****PARKING TARIFFS****1.0 PURPOSE OF REPORT**

- 1.1 To seek Members' agreement to the proposed changes to the 'banding' of parking tariffs set out in this report and annex, and to any consequent changes in tariff levels with effect from 21 January 2013.

2.0 BACKGROUND

- 2.1 Executive normally reviews car parking tariffs annually in November, with any changes coming into effect the following January. Last year, Members agreed a targeted increase in tariffs limited to four car parks only, leaving the large majority of charges unchanged. A further adjustment was made to tariff levels at John Lewis and Mary Arches Street car parks with effect from 3 September this year to bring these into line with Guildhall car park in accordance with the recommendations of the all-party Car Parks Task and Finish Group.
- 2.2 Parking income represents one of the Council's most significant revenue streams and is likely to become increasingly central to the authority's overall financial strategy in light of declining revenue support from government. In reaching a view on tariff levels for the coming year, it will be important for Members to balance this fact against the continuing weakness in the overall economy and pressures faced by consumers and businesses. The Council's ongoing commitments to carbon reduction and the encouragement of more sustainable forms of transport also remain relevant policy considerations.

3.0 PROPOSALS

- 3.1 Given the challenges and competing policy objectives referred to in paragraph 2.2, officers are again recommending a very measured approach to tariff charges for 2013. It is proposed that Executive simply implements the recommendations of the Car Parks Task & Finish Group to create four tariff bands with some consequent changes to tariffs (both up and down) in individual car parks. Because of the complexity of the present tariff structure, the overall effects of moving to the bands recommended by the Task & Finish Group are very difficult to summarise, but essentially there will be some increases in tariffs where car parks have been 'rebanding' (mainly to the short stay shoppers' band) and some reductions in individual tariffs where there is a need to harmonise charges (mainly in long stay visitors' car parks but also in some local car parks). The headline impact is that tariffs would remain unchanged in ten car parks, nine would see some increase in individual tariffs, and seven would see a decrease in individual tariffs. Tariff bands and proposed (and current) charges are detailed in Annex A.
- 3.2 No changes are proposed in season ticket prices, although as a consequence of Magdalen Road (Fairpark), Howell Road and Parr Street being reclassified as short stay car parks it is recommended that they be excluded from the quarterly

season ticket for commuter car parks and that Haven Banks be added. It is also recommended that the cost of the 24 hour parking permits made available to the Clarence Hotel be increased from £9.50 to £10.50, which still represents a substantial discount on the daily parking charge at Mary Arches Street. Finally it is proposed to increase the charges for coach parking at Haven Banks from £3.00 to £5.00 for any period and to remove the maximum stay limitation at Gordons Place (Fore Street Heavitree) to bring this into line with other local car parks. In addition to the recommended changes to the tariff regime, it is further proposed that officers be authorised to make minor technical amendments to the Parking Places Order in order to restrict the class of vehicles that are allowed to park at the John Lewis multi-storey car park now that a barrier system has been installed.

- 3.3 It is recommended that the changes proposed in this report and annex take effect from 21 January 2013. The process for implementing any agreed changes will be via an amendment to the Parking Places Order. This will need to be formally advertised and, as is the usual practice, it is recommended that authority to consider any objections be delegated to the relevant Strategic Director in consultation with the Leader of the Council and Portfolio Holder for Sustainable Development and Transport.

4.0 FINANCIAL IMPLICATIONS

- 4.1 Car parking revenues in 2012/13 are currently slightly in excess of the profiled budget. With the John Lewis car park reopened, and the store itself expected to attract increased numbers of visitors to the city, that situation is forecast to improve further. Budgeted fee income for 2012/13 is £5,159,990 and the current forecast outturn is £5,219,990. While the impact of the proposed tariff changes is very difficult to calculate precisely, it is nevertheless anticipated that present levels of income will be sustained or exceeded.

5.0 RECOMMENDATION

- 5.1 It is recommended that:
- (i) notice of intention be given to make a Parking Places Amendment Order to revise the City of Exeter (Civil Enforcement Off Street Parking Places) Order 2012 to enable all the changes proposed in this report and annex to come into effect on 21 January 2013;
 - (ii) authority to consider any objections be delegated to the relevant Strategic Director in consultation with the Leader of the Council and the Portfolio Holder for Sustainable Development and Transport; and
 - (iii) subject to consideration of any objections, the Order be made and sealed.

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

Background papers used in compiling this report:-

None