

REPORT TO: Place Scrutiny Committee and Executive Committee
Date of Meeting: 11 January and 13 February 2018
Report of: Service Manager Community Safety & Enforcement
Title: Parking Tariffs

Is this a Key Decision? *

Yes

**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?

Increasing both car park tariffs and the number of pay & display parking sites from April 2018.

2. Recommendations:

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

- a) To increase tariffs at Premium, Zone 1, Zone 2 and Zone 3 car parks by between £0.20 and £5.00 within the existing linear pricing structure as set out in the table below.
- b) To increase the price of parking permits by between £25.00 and £300.00 per annum as set out in the table below.

Premium Car Parks (Guildhall, Mary Arches, John Lewis)		
Stay	Current Tariff	Proposed Tariff
1 hour	£2.20	£3.00
2 hours	£3.30	£4.00
3 hours	£4.40	£5.00
4 hours	£5.50	£6.00
5 hours	£6.60	£7.00
6 hours	£7.70	£8.00
7 hours	£8.80	£9.00
All day	£12.00	£15.00
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	£1.10	£2.00
2 hours	£2.20	£3.00
3 hours	£3.30	£4.00

4 hours	£4.40	£5.00
5 hours	£5.50	£6.00
6 hours	£6.60	£7.00
7 hours	£7.70	£8.00
All day	£10.00	£12.00
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	£1.10	£2.00
2 hours	£2.20	£3.00
3 hours	£3.30	£4.00
4 hours	£4.40	£5.00
5 hours	£5.50	£6.00
All day	£6.00	£10.00
Zone 3 Car Parks (Flowerpot, Haven Road 2 & 3, Holman Way, Okehampton Street, Tappers Close, Turf Approach)		
Stay	Current Tariff	Proposed Tariff
1 hour	£0.50	£0.50
2 hours	£1.00	£1.00
3 hours	£1.50	£1.50
4 hours	£2.00	£2.00
All day	£2.50	£3.00
Zone 3 Car Parks with Maximum Stay (Bromhams Farm, Clifton Hill, Gordons Place, Station Road (Exwick))		
1 hour	£0.50	£0.50
2 hours	£1.00	£1.00
3 hours maximum stay	£1.50	£1.50
Coach Parking at Haven Road 3 (per day)	£5.00	£10.00
Quarterly Commuter Season Ticket	£300.00	£375.00
Residents Annual Season Ticket	£125.00	£150.00
Bartholomew Terrace Business Permit	£205.00	£250.00
Cathedral & Quay Business Bays	£565.00	£750.00

2.2 To convert and include the following additional car parks in the Parking Places Order 2014:

- (a) Bromhams Farm (Appendix 1) and
- (b) Turf Approach (Appendix 2)

by way of pay and display.

- 2.3 To designate the following car parks as Zone 3 Car Parks as set out in paragraph 2.1 above table in the Parking Places Order 2014:
 - (a) Bromhams Farm and
 - (b) Turf Approach
- 2.4 To restrict parking to a maximum 3 hour stay at the new Bromhams Farm and car parks.
- 2.5 To ring-fence income from the above two new sites and re-invest it in improving the upkeep of the canal and associated facilities.
- 2.6 To make £60,000 capital funding available to undertake necessary surfacing and lining works in order to convert Bromhams Farm and Turf Approach into pay and display car parks.
- 2.7 To increase the charging period in Zone 1 and 2 car parks by 2 hours (8am to 8pm) with the exception of Topsham car parks and overnight resident car parks at Bartholomew Terrace and Richmond Road.
- 2.8 To alter boundary of Matthews Hall car park with the Parking Places Order to reflect recent land change to create an additional parking bay (Appendix 3).

3. Reasons for the recommendations:

- 3.1 To adopt a reasonable pricing policy to support the Council's ambitions to reduce congestion in the city.
- 3.2 Permit fees have fallen disproportionately behind daily parking tariff rates.
- 3.3 To control parking areas alongside the canal to help ensure spaces remain accessible for those wishing to visit and enjoy the area.

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

- 4.1 Based on historical ticket data, and allowing for a resistance factor of 10%, the projected annual net income would rise to £8M (Appendix 4). This represents a £885,000 increase on the income budget from 2017/18.
- 4.2 Conversion of the two canal-side car parks to pay & display sites would require initial investment of approx. £60,000 to provide an adequate surface, signs, lines and payment machines.

5. Section 151 Officer comments:

The contents of the report are noted and the budgets will be amended if approved to take account of the additional income and the capital request.

6. What are the legal aspects?

Any changes to the Council's Parking Places Order must be advertised and any comments received as a result must be carefully considered.

7. Monitoring Officer's comments:

This report raises no issues for the Monitoring officer.

8. Report Details:

Tariff Increase

- 8.1 With a stated aim of reducing congestion in the City, the Council cannot help support this objective without reasonable increases in tariffs.
- 8.2 A new tariff structure was introduced in January 2017. The proposed changes in this report do not seek to alter the previous linear approach.
- 8.3 The proposed new charges still compare favourably with similar cities (Bath £12.50 per day, Bristol £21.50 per day, Cambridge £25.00 per day, Plymouth £12.00 per day)
- 8.4 Card transactions at our pay and display machines increased by an additional 9% (up to 26%) during 2017. The average transaction fee of 26 pence is absorbed directly by the Council. It is common for many transactions for one-hour parking to be made via card. This means the 26 pence is a large percentage overhead on £1.10 tariffs.
- 8.5 Rather than withdrawing acceptance of card payments for lower tariffs, it would be more appropriate for the additional costs to continue to be absorbed within the tariff increase. It is anticipated that the number of card transactions will continue to rise during 2018.
- 8.6 Permit fees have not increased alongside daily tariffs and this proposal seeks to address this issue but maintain various permits (particularly Season Tickets) as a more affordable option to reward customer loyalty and acknowledge the lower overheads associated with a single permit purchase as opposed to multiple transactions.

Additional Sites

- 8.7 Bromhams Farm car park is currently a free, unmarked parking area. Tensions exist between those wishing to use the site as per the original intention (to park for short periods to visit the canal or Riverside Valley Park) and those using it as an unofficial 'park and walk' commuter site.
- 8.8 Turf Approach is currently a free, partially marked parking area. It provides the last public parking area before the restricted vehicular access to Turf Public House (approx. 1 mile further along the towpath). Poor parking, due in part to unclear markings and unregulated nature of the site, has caused obstruction issues for specialist contractors and Council operational vehicles.

- 8.9 A 'cashless' parking trial should be implemented at these two canal-side sites in order to gauge public acceptance of the concept. Payment options would be card or phone only.
- 8.10 The 'cashless' approach would also negate the potential problem of collecting cash in remote and uneasily accessible areas.
- 8.11 Initial investment would be required to improve and mark parking surface areas, as well as to purchase signs and solar powered parking machines. This is likely to be in the region of £60,000 and could be funded from additional income predicted as a result of these overall tariff recommendations.
- 8.12 A mutually beneficial small land exchange has been undertaken at Matthews Hall car park to improve access for the resident of an adjacent property and to provide one additional public parking bay in this popular pay & display car park.

Extended Charging Period

- 8.13 The current charging period of 8am to 6pm is generous when compared to many other Authorities (24/7 charging periods) and also competitors within Exeter (NCP 7am to 2am).
- 8.14 Extending the current charging period by 2 hours to 8pm in Zone 1 and 2 car parks would ensure those using parking sites during the evening would be contributing towards the cost of lighting and patrolling these sites
- 8.15 Both Bartholomew Terrace and Richmond Road car parks offer resident's permit holders exclusive use outside of existing charging period. The current 8am to 6pm charging period should be maintained at these sites to balance the parking needs of centrally based residents and those visiting the city centre in the evening.
- 8.16 Zone 3 car parks are mainly located in outer residential areas and act as overnight parking facilities for those living nearby. In order to reduce kerbside demand in residential areas Zone 3 car parks should maintain the existing 8am to 6pm charging period.
- 8.17 Topsham suffers from a lack of kerbside parking capacity and in recognition of this, and the absence of any Devon County Council on-street resident permit scheme, the car park charging period has previously been reduced to the hours of 9am to 5pm. This should be maintained.
- 8.18 Additional income from extended charging hours has not been included in financial projections due to lack of reliable evidence on evening parking patterns.

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?

Maintaining free parking for Blue Badge Holders in pay and display car parks supports equality of access to the city.

9. Are there any other options?

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

Steve Carnell

Service Manager Community Safety & Enforcement

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

Background papers used in compiling this report:-

Contact for enquires:

Democratic Services (Committees)

Room 2.3

01392 265275