

REPORT TO EXECUTIVE

Date of Meeting: 7 February 2023

Report of: Director for Net Zero Exeter & City Management

Title: Parking Tariffs 2023

Is this a Key Decision?

Yes

Is this an Executive or Council Function?

Executive

1. What is the report about?

1.1 To make amendments under the Parking Places Order to improve the regulation of Council car parks and to support the aims of reducing traffic congestion and addressing the goal of a carbon neutral Exeter by 2030.

2. Recommendations:

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

- 1) Change the zoning of a number of City Centre car parks;
- 2) Change the 'Premium' zone to 'Central';
- 3) Extend the charge period from 8am - 6pm to 8am - 10pm for all Central and Zone 1 Car Parks, and for Car parks located in Topsham from 9am - 5pm to 8am - 6pm;
- 4) Increase the fee to purchase a seasonal parking permit and increase the number of city centre car parks that accept a seasonal parking permit;
- 5) Increase the fee to purchase a discounted business and residential parking permit;
- 6) To charge for events held in City Council car parks;
- 7) Introduce a fee for the electricity used through Electric Vehicle charge points in City Council car parks;
- 8) Charge the owners of electric vehicles that qualify for a residential parking permits; and
- 9) From the additional income achieved, £72,000 is set aside for maintenance and improvements to city centre car parks, as well as carbon reduction measures.

3. Reasons for the recommendation:

3.1 To support City Council Corporate Priority in supporting 2030 Net Zero Targets.

3.2 To provide consistency across our car parks and to be in line with other City Council policies, such as charging event organisers for the use of City Council land and assets.

4. What are the resource implications including non financial resources

- 4.1 Analysing previous car park ticket and seasonal parking permit sales, as well as electricity use through EV charge points, the projected net income for 2023/24 would be approximately £10,053,646.
- 4.2 There will be a small cost for software upgrades to pay and display machines, as well as updates to car park welcome boards and notice boards in car parks affected by any proposed recommendations, this will be met from within existing revenue budgets. There will be a small amount of staff time to implement the proposals, working with suppliers of the payment machines and pay by phone.

5. Section 151 Officer comments:

- 5.1 The proposals set out in the report align with the proposals to set a balanced budget in the budget report. Any amendments to the proposals would therefore require members to identify how to fund that in the budget to be set on 21 February.

6. What are the legal implications?

- 6.1 In order to bring the proposed changes into effect the Council must comply with the procedural requirements of the Road Traffic Regulation Act 1984, including giving notice of the proposed changes and considering any representations received during the consultation period.

7. Monitoring Officer's comments:

- 7.1 Please see the content of the legal implications set out in paragraph 6 above.

8. Parking Tariff 2023 Change Proposals

- 8.1 The City Council declared a climate emergency and are committed to working towards net zero by 2030, for the city and the City Council. On-Road transportation contribute 88,515 tco2 to city wide carbon emissions (table in 12.2), an area that the City Council does not direct control, but can nudge people into visiting the city by alternatives forms of transport.
- 8.2 Discussions are ongoing with Devon County Council on changes that can be made to highway infrastructure across Exeter, to reduce on road transportation emissions.
- 8.3 The number of car park tickets sold increased by 27.18% from 1,560,071 in 2021 to 1,984,058 in 2022 (section 12.1). This increase is mainly related to the covid bounce back, with shoppers, visitors and employees returning back to Exeter. Since covid, some businesses within the city centre have continued with agile working, with employees working on average 3 days in the office and 2 days working from home. In the long run, this may impact on car park capacity and income.
- 8.4 The City Council recently commissioned City Science to undertake a thorough review of car parking across the city. The final report is due Spring 2023, with recommendations expected on repurposing underutilised car parks, improvements to

car parks and suggestions on tariff alternations – hence why tariff changes are not being reviewed this time round.

8.5 There are some changes proposed within the car park estate, which was the subject of a recent committee report on 29 November 2022 - ‘Mary Arches Street Car Park Re-development’.

8.6 The management of car parks has recently changed, with the previous service lead retiring. Car Parks now sits under the Service Lead for Net Zero & Business, which has allowed the Service Lead to review car parking and suggest alternative changes to address the climate change and to support the medium term financial plan.

8.7 Many of the proposals are to provide some consistency across the City Council’s car park estate. The main changes are the zoning of City Centre car parks, changing many Zone 1 car parks to Central car parks, this is due to their central location in the city centre. It is also proposed to extend the charging period to later in the evening, to better reflect the continued use of our car parks later into the evening.

8.8 The following proposals are recommended within this report:

- **Change the zoning of a number of City Centre car parks;**
- **Change the ‘Premium’ zone to ‘Central’;**
- **Extend the charge period from 8am - 6pm to 8am - 10pm for all Central and Zone 1 Car Parks**
- **Extend the charge period in car parks located in Topsham from 9am - 5pm to 8am - 6pm;**

	Current Zone	Proposed Zone	Current Charging Period	Proposed Parking Period
Guildhall	Premium	Central	8am – midnight free after 6pm on Thursday evenings	No Change
John Lewis	Premium	Central	8am – 9.45pm free after 6pm on Thursday evenings	No Change
Mary Arches (ground level)	Premium	Central	8am – midnight free after 6pm on Thursday evenings	No Change
Mary Arches (multi-storey)	Premium	Central	8am – midnight free after 6pm on Thursday evenings	No Change
Bampfylde Street	Zone 1	Central	8am – 6pm	8am – 10pm
Bartholomew Terrace	Zone 1	No Change	8am – 6pm Resident permit holders after 6pm	No Change
Harlequins	Zone 1	No Change	8am – 6pm	8am – 10pm

King William	Zone 1	Central	8am – 6pm	8am – 10pm
Leighton Terrace	Zone 1	Central	8am – 6pm	8am – 10pm
Magdalen Road	Zone 1	Central	8am – 6pm	8am – 10pm
Magdalen Street	Zone 1	Central	8am – 6pm	8am – 10pm
Matthews Hall, Topsham	Zone 1	No Change	9am – 5pm	8am – 6pm
Princesshay 2	Zone 1	Central	8am – 6pm	8am – 10pm
Princesshay 3	Zone 1	Central	8am – 6pm	8am – 10pm
Smythen Street	Zone 1	Central	8am – 6pm	8am – 10pm
Belmont Road	Zone 2	No Change	8am – 6pm	No Change
Bystock Terrace	Zone 2	No change	8am – 6pm	No change
Cathedral & Quay	Zone 2	No change	8am – 6pm	No change
Haven Banks One	Zone 2	No change	8am – 6pm	No change
Howell Road	Zone 2	Zone 1	8am – 6pm	8am – 10pm
Parr Street	Zone 2	No change	8am – 6pm	No change
Richmond Road	Zone 2	No Change	8am – 6pm Resident permit holders after 6pm	No change
Topsham Quay	Zone 2	No change	9am – 5pm	8am – 6pm
Triangle	Zone 2	Zone 1	8am – 6pm	8am – 10pm
Flowerpot Lane	Zone 3	No change	8am – 6pm	No change
Gordons Place	Zone 3	No change	8am – 6pm	No change
Haven Banks Two	Zone 3	No change	8am – 6pm	No change
Haven Banks Three	Zone 3	No change	8am – 6pm	No change
Holman Way, Topsham	Zone 3	No change	9am – 5pm	8am – 6pm
Okehampton Street	Zone 3	No change	8am – 6pm	No change
Station Road	Zone 3	No change	8am – 6pm	No change
Tappers Close, Topsham	Zone 3	No change	9am – 5pm	8am – 6pm
Bromhams Farm	Zone 3	No change	8am – 6pm	No change
Turf	Zone 3	No change	8am – 6pm	No change

- **Increase the fee to purchase a seasonal parking permit**
- **Increase the range of seasonal parking permits to include 2 months, 6 months and 12 months**
- **Increase the number of city centre car parks that accept a seasonal parking permit.**

	Current Price	Proposed Price
	Based on a 75% discount on Zone 2, M-S	Based on a 60% discount on Central, M-S
Month	£125	£201
Two Months	£250	£403
3 Month	£375	£604
6 Month	£750	£1,209
12 Month	£1,500	£2,419

Seasonal Parking permit currently available	Seasonal Parking permit proposed available
Belmont Road	Belmont Road
Bystock Terrace	Bystock Terrace
Cathedral & Quay	Cathedral & Quay
Haven Road	Haven Road
Howell Road	Howell Road
Parr Street	Parr Street
Triangle	Triangle
Magdalen Road (M-F only)	Magdalen Road (M-F only)
Richmond Road	Richmond Road
	Bampfylde Street
	King William Street
	Leighton Terrace
	Magdalen Street
	Princesshay 2 (Pay & Display bays only)
	Princesshay 3 (Pay & Display bays only)
	Smythen Street

- For **EXISTING** permit holders, increase the fee to purchase a discounted business and residential parking permit for the next 4 years;
- For **NEW** permit holders, the cost to purchase will be:
 - **Business Bartholomew Terrace - £650**
 - **Business Cathedral & Quay - £1,150**
 - **Residential - £350**

	Current	2023/24	2024/25	2025/26	2026/27
Business (Annual Season Ticket Bartholomew Terrace)	£250	£350	£450	£550	£650
Business (Annual Season Ticket) Cathedral & Quay	£750	£850	£950	£1,050	£1,150
Residential (Annual Season Ticket)	£150	£200	£250	£300	£350

- **To charge for events held in City Council car parks;**

Charge for events held in ECC Car Parks, for either the whole car park or individual bays. Adopt City Council policy in charging for events held on ECC owned land.

- **Introduce a fee for the electricity used through Electric Vehicle charge points in City Council car parks;**

Charge customers when charging electric vehicles using City Council charge points in electric vehicle charging bays, to include Electric Vehicle charge points at the rear of the Civic Centre. The City Council currently pays a tariff of £0.25 per kwh for our 22kw and 7kw chargers.

Current Price	Proposed Price
£0.00 per kwh	£0.44 per kwh

- **Charge the owners of electric vehicles that qualify for a residential parking permit**

For those that own and electric vehicle and purchase a residential parking permit, charge for a parking permit.

- **From the additional income achieved, £72,000 is set aside for maintenance and improvements to city centre car parks.**

Many of our car parks suffer from severe ASB, it is proposed to earmark £72,000 from the income raised to address the look and feel of city centre car parks to reduce ASB, so the City Council can provide a premium service.

Some of the income will also be used on reducing carbon emissions through the car park estate.

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

9.1 The recommendations within this report, support a number of 2022 Corporate Priorities:

- **Healthy & Active City:** nudging those that are able to, commute into Exeter via active sustainable travel means
- **Net Zero Carbon City:** changes in tariffs, nudging customers to park outside of the immediate city centre and to travel into the city by alternative means (bus, train or active travel)
- **A Balanced Budget:** car park income enables the City Council to deliver a wide range of services for residents, businesses and visitors to the city

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

10.1 It is widely recognised that the City Council relies heavily on car park income in order to fund many services across the city, which supports the delivery of the City Council's Corporate Plan. From the recommendations within this report, the number of vehicles using City Council car parks may reduce overtime.

- 10.2 Medium to long term consideration needs to be given as to how to replace a potential reduction in car park income, by utilising underutilised car park to generate other revenue streams. This is the focus of the merging car park strategy.
- 10.3 There is a potential that customers of City Centre car parks opt not to pay for parking on some of the days they park. The car park team will put a greater focus on parking enforcement to reduce that risk.
- 10.4 There is the potential for users of the electric Vehicle charging points, opt to charge their electric vehicles at home or elsewhere. Once we start to charge, a communications plan needs to be put in place to promote the benefits of destination charging.

11. Equality Act 2010 (The Act)

- 11.1 In recommending proposals within this report, potential impacts have been identified on people with protected characteristics as determined by the Act and an Equalities Impact Assessment has been included in the background papers for Member's attention.
- 11.2 Changes to city centre zoning and an increase in the cost to buy a parking permit may have a negative impact on those working in the city centre. This may have a detrimental impact on affordability for young people working in entry-level positions, in sectors such as retail, hospitality and the social care in the city centre.
- 11.3 Changes to extending the charging period to 10pm may impact those who attend religious evening services within city centre.

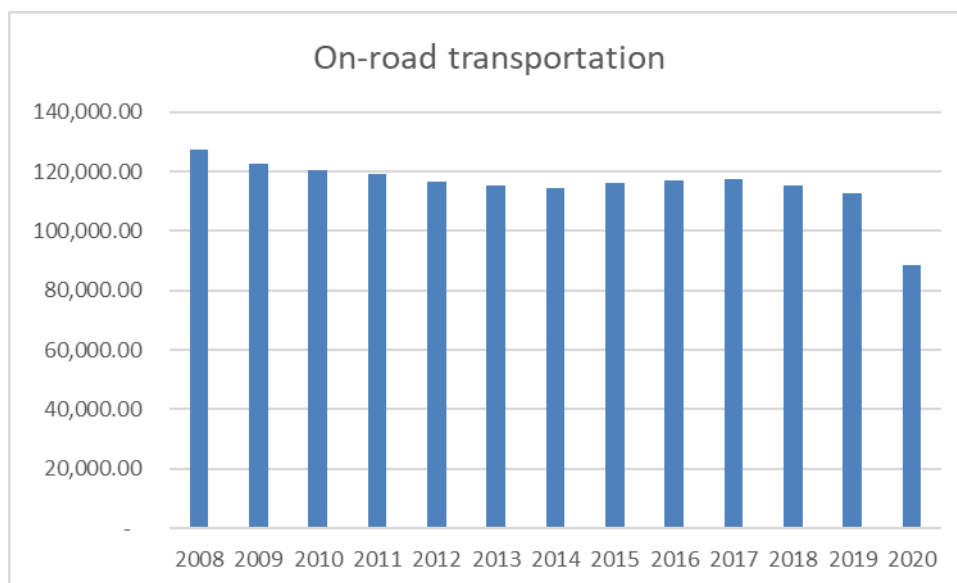
12. Carbon Footprint (Environmental) Implications:

- 12.1 As in previous years, there is the expectation the number of people parking in City Council car parks will reduce, as commuters' transition to more sustainable forms of transport. The table below shows the total number of car park tickets sold across the whole estate, regardless of how they pay – cash, credit card or pay by phone. Income levels have been maintained, whilst the number of car park tickets sold has reduced – an aspiration of previous tariff changes. During 2020 and 2021 covid restrictions were in place, with employees working from home and shopping locally or online; which resulted in reduced use of City Council car parks.

Total number of car park tickets sold	2022	2021	2020	2019	2018	2017
	1,984,058	1,560,071	1,212,392	2,254,431	2,403,162	2,581,781

- 12.2 The chart below shows the latest available data (January 2023) on carbon emissions (output t CO₂e) for the City of Exeter for on-road transportation, as a whole. The dramatic drop in 2020 aligns with national covid restrictions and tally's with the data above. There is an expectation that there will be a bounce back for 2021 and 2022,

as covid restrictions were removed. Train strikes and challenges within the local bus network may impact on the on-road transportation emissions, as well as the number of people using City Council car parks.



2020 Devon Greenhouse Gas Inventory for SWEEG – Centre for Energy & the Environment, University of Exeter

12.3 From the £100,000 income set aside for maintenance and improvements, this will be focused on improving the look and feel of car parks located within the Central Zone to reduce anti-social behaviour, as well as reducing carbon emissions from the car park service – such as improved lighting and additional EV charge points.

12.4 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.

12.5 The parking tariff structure and the availability of car parking is an important lever in moving to a carbon neutral city. The emerging Car Park Strategy will address the need to balance the availability of car parking to support a vibrant city centre economy and business community, whilst supporting City Council strategic priorities and tackling congestion.

13. Are there any other options?

13.1 There is the option of not making any changes to the car park estate, which would result in other services having to make changes to achieve additional income or reduce service delivery.

Director for Net Zero Exeter & City Management, David Bartram

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

Background papers used in compiling this report:-

None

Contact for enquires:

Democratic Services (Committees)

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