

REPORT TO EXECUTIVE

Date of Meeting: 5 March 2025

Report of: Strategic Director for Corporate Resources

Title: Parking Tariffs 2024

Is this a Key Decision?

Yes

Is this an Executive or Council Function?

Executive

1. What is the report about?

1.1 To present the outcome of the public consultation for the 2024 Parking Places Order, with recommendations of which proposals to implement from the original report to Executive 9 July 2024.

2. Recommendations:

2.1 To progress with amending the Parking Places order with the following:

- Reduce Sunday city centre car park charging by 25% for Central, Zone 1 and Zone 2 car parks
- Re-introduce 1hr (£2.00) parking for city centre car parks located in Zone 2;
- Amend the opening and closing hours at the John Lewis car park to 8.00am - midnight;
- Add the following new car parks to the Parking Places Order:
 - Central Zone: Paris Street Car Park (Old Bus Station site)
 - Zone 3: Riverside Leisure Centre;
- Change the cost of seasonal, residential, and business parking permits as set out in this report.
- Increase the cost to purchase a seasonal, residential, and business parking permit by 5%
- As agreed in the Parking Tariffs 2023 committee report to Executive 7 February 2023 - 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, increase the cost to purchase a permit by 5%.

3. Reasons for the recommendation:

3.1 From the outcome of the public consultation, a number of proposals were strongly agreed with and some proposals strongly disagreed with.

3.2 Only a selection of amendments are recommended to progress with, this is to address difficult trading conditions within the City Centre.

3.3 To address people parking at the Riverside Leisure Centre that are not members of Exeter Leisure, resulting in members not being able to park.

4. What are the resource implications including non financial resources

4.1 There will be a small cost for software upgrades to pay and display machines, as well as updates to car park notice boards, 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.

4.2 Due to not implementing the original recommendation of 'Change car parking charges across the network', there will be an impact on the Medium-Term Financial Plan, which is estimated at £794,724.

5. Section 151 Officer comments:

5.1 The decision to not introduce the increase in charges has been reflected in the budget monitoring reports throughout the year.

6. What are the legal aspects?

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 Members will note the recommendations in this report. As set out in the legal aspects, the procedural requirements set out in legislation must be complied with in order to bring the changes into effect.

8. Report details:

8.1 Recommendations to amend the Exeter Parking Places Order were presented to Executive 9 July 2024. From this, a public consultation took place with posters placed in all City Council car parks, a notice was placed within the Express & Echo, statutory consultees were contacted for comment and an online public consultation survey was available on the City Council website.

8.2 From the Statutory Consultees, there was no objection. InExeter consulted with their member businesses (within the City Centre) and provided a comprehensive response, which is included in Appendix Two.

8.3 From the posters displayed within the Car Parks and the notice placed within the Express & Echo, a number of letters, emails and responses were received, an overview of responses are included within Appendix Two.

8.4 For the first time, an online public consultation took place on the changes to the Parking Places Order. The reason for this, is that a number of proposals effected Exeter residents directly. There was a significant response from customers of Exeter Leisure,

especially those that use ISCA Arena and Wonford Sports Centre & Community Centre and ISCA Indoor Bowling Club.

8.5 There have also been a number of public consultations the City Council has undertaken, that have included some element of car parking across the city. The results of these two consultations (resident survey / budget consultation) have been taken into account.

8.6 From the Parking Places Order consultation, the table below highlights the reasons for implementing, or not, with the original recommended changes to the Parking Places Order. The original changes to the Parking Places Order are listed within Appendix One:

Original Proposal	Recommendation
Change car parking charges across the network	<p>Do not implement</p> <p>Significant responses received to an increase in parking charges across the car park network.</p>
Reduce Sunday city centre car park charging by 25% for Central, Zone 1 and Zone 2 car parks	<p>Implement</p> <p>This change will help address business and economy challenges, as Sunday remains the quietest day from a car parking and footfall point of view, with Saturday being the busiest.</p> <p>This change will encourage and incentivise visitors and shoppers to visit the city on a Sunday, to reduce congestion and peak usage on a Saturday.</p>
£100,000 of the income achieved from Car Parks to be set aside for maintenance and improvements to city centre car parks	<p>Do not implement</p> <p>From the car park consultation, there was strong opposition not to earmark income to make improvements.</p> <p>231 strongly disagree / disagree 93 strongly agree / agree</p>
<p>Re-introduce 1hr parking for city centre car parks located in Zone 2;</p> <p>Re-introduce the 1hr charging fee of £2.00 in Zone 2 car parks that are located within the City Centre: Belmond Road Car Park, Bystock Terrace Car Park, Cathedral & Quay Car Park, Parr Street Car Park, and Richmond Road Car Park</p>	<p>Implement</p> <p>This recommendation supports the city centre economy, to enable their customers to attend appointments and for those that shop online and opt for Click & Collect.</p> <p>There was strong support from the public consultation, as well as feedback received from businesses and customers of the car parks.</p> <p>247 strongly agree / agree 86 strongly disagree / disagree</p>

Amend the opening and closing hours at the John Lewis car park to 8.00am - midnight;	<p>Implement</p> <p>This recommendation supports the evening & night time economy, in a multi-storey car park being open and accessible. There was also strong support from the public consultation.</p> <p>202 strongly agree / agree 46 strongly disagree / disagree</p>
<p>Add the following new car parks to the Parking Places Order:</p> <p>a. Central Zone</p> <p>i. Paris Street Car Park (Old Bus Station site)</p> <p>b. Zone 3</p> <p>i. Pinhoe Railway Station Car Park;</p> <p>ii. Bridge Road Car Park;</p> <p>iii. Riverside Leisure Centre;</p> <p>iv. Wonford Sports Centre;</p> <p>v. ISCA Arena; free for the first 3 hrs.</p>	<p>Implement in part</p> <p>Due to high level of objections received from the public consultation, only implement parking charges for a limited number of car parks:</p> <ul style="list-style-type: none"> • Paris Street Car Park (Old Bus Station site) – to make use of a temporary building site until a permanent use is sought, to support the MTFP • Riverside Leisure Centre – ensure the car park is used by its intended customer base – Exeter Leisure members <p>81 strongly agree / agree 287 strongly disagree / disagree</p>
To consult with nearby residents on a proposal to introduce residential car parking after 6.00pm at Belmont Road Car Park; and,	<p>Do not implement</p> <p>From the public consultation, high levels of objections were received.</p> <p>141 strongly disagree / disagree 99 strongly agree / agree</p>
Change the cost of seasonal, residential, and business parking permits as set out in this report.	<p>Implement</p> <p>This change was part of the Parking Places Order in 2023.</p>

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

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

- Healthy & Active City: nudging those that are able to do so, commute into Exeter via active and or 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 active and or sustainable travel means; and
- 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, 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 over time resulting in a reduction in income.

10.2 Medium to long term consideration needs to be given as to how to replace a potential reduction in car park income, by using underutilised car park to generate other revenue streams.

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.

11. Equality Act 2010 (The Act)

11.1 In recommending this proposal potential impact has 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 car park charges 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.

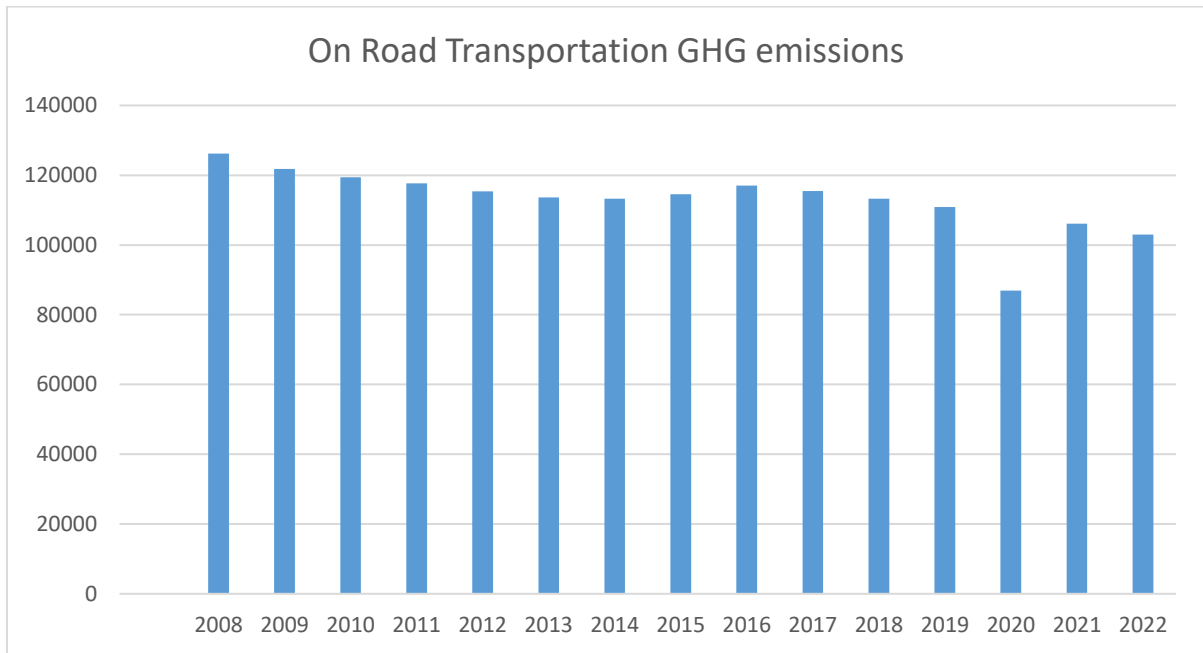
12. Carbon Footprint (Environmental) Implications:

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, apart from 2024. 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.

Number of car park tickets sold

2024	2023	2022	2021	2020	2019	2018	2017
2,003,015	1,955,441	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 2024) on carbon emissions (output t CO₂e) for the City of Exeter for on-road transportation, as a whole city. The drop in 2020 aligns with national covid restrictions and tallies with the data above. There is an expectation that there will be an additional bounce back for 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. For 2022, on-road transportation GH emissions reduced by 2.9% to 102,978 t CO₂e.



2022 Devon Greenhouse Gas Inventory – SWEED, SW Centre for Energy & the Environment, University of Exeter

12.3 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.

12.4 The parking tariff structure and the availability of car parking is an important lever in reducing on-road transportation GHG emissions.

12.5 As a result of Mary Arches Car Parking closing, predicted to be late 2025, there will be a reduction in the City Council car park estate. The building is in the process of being disposed of.

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 to reduce service delivery to achieve a balanced budget.

13.2 From 2022 to 2023, there was a 1.44% reduction in the number of car park tickets sold. The £2 and latterly £3 bus fare cap will be having an impact in how many people are travelling into the city centre by car, as well as those that are opting to work from home part of the week.

13.3 There are many complexities outside of the City Council’s remit in setting car park charges to support the medium-term financial plan, to make sure parking is at a level that continues to encourage people to work, shop, visit and study in the city centre.

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

Background papers used in compiling this report:-

Report to Executive: 9 July 2024

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