

PLACES SCRUTINY PANEL

17th July 2014

PARKING REVIEW 2014

Report of the Director for Places (Environment, Planning & Transport)

STRATEGIC AIM:	<ul style="list-style-type: none">• Creating a safer community for all• Building our Infrastructure
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1. PURPOSE OF THE REPORT

- 1.1 To consider amendments and additions to on-street parking restrictions.
- 1.2 To consider changes to off-street parking provision and charges.

2. RECOMMENDATIONS

That Places Scrutiny Panel make the following recommendations to Cabinet:

- 2.1 **That the on-street restrictions recommended in Appendix 1 and 2 be approved.**
- 2.2 **Note the introduction of pay-by-phone.**
- 2.3 **Note that a planning application will be made for the extension to the Catmose Car Park.**
- 2.4 **Subject to planning approval and the agreement of a 10 year lease, approve the construction of an extension to the Catmose car park funded from the Spend to Save reserve.**
- 2.5 **Approve the removal of the half hour and 1 hour tariffs in Oakham with an increase to the long stay tariffs to recover the costs as shown in Appendix 6.**

3. BACKGROUND

- 3.1 The Strategic Parking Review was approved in March 2012. The objective of the review was to devise a set of parking policies and principles that would set the basis of future parking reviews.

4. ON-STREET TRAFFIC REGULATION ORDER CHANGES

- 4.1 Each year a list of requests for parking restrictions from our stakeholders (usually residents, businesses and parish councils) are presented for consideration by Cabinet (see Appendix 1).
- 4.2 Informal consultation with parish and town councils and Ward Members has taken place and statutory public consultation will be required before implementing any changes.
- 4.3 Historically Members have been reluctant to introduce restrictions in rural areas; to date they have only been used in Whitwell (Bull Brigg Lane) and Hambleton.
- 4.4 The Director, Portfolio Holder and Ward Member have been meeting with Oakham town centre residents over the last year to work on improvements to the current scheme. The recommended changes are included in Appendix 1.
- 4.5 Appendix 2 contains a list of recommendations by officers. These mainly relate either to loading restrictions or providing additional parking spaces.

5. LOCALISM

- 5.1 The Council has had a subsidy arrangement with Uppingham Town Council (UTC) for three years. Cabinet approved the heads of terms of a service level agreement for parking. The agreement has been drafted and is awaiting UTC approval.

6. PAY BY PHONE

- 6.1 Pay by phone would be a useful additional payment option for some motorists. The set-up is simple with each machine being allocated a unique number that motorists can use to pay for parking.
- 6.2 The motorist is charged an additional 15p or 20p service charge and further charges if they ask for a text message to remind them of their parking time expiry.
- 6.3 The set up charge for the facility is in the region of £1,700. Three operators are being looked at, one independent, the existing pay and display machine provider and the existing hardware/software provider for the penalty charge notice processing system.

7. LANDS END WAY

- 7.1 In May 2013 Cabinet approved loading restrictions on Lands End Way subject to further consultation with business. Informal and statutory consultation was carried out followed by a site meeting with Ward Members and Jacksons. Both Ward Members objected to the loading restriction. On this basis it has not been taken forward.

- 7.2 It would be possible for Jacksons to provide additional onsite parking and loading if part of the wide highway verge were incorporated into the site (see land edged in red on Appendix 4). Adequate junction visibility to the south would be maintained. This would require an application to a magistrate's court at an estimated cost of £1,000. As there is evidence of regular use by the public, such an application is unlikely to be successful and is therefore not recommended.

8. KINGS ROAD ONE WAY SYSTEM

- 8.1 The parking review in 2012 included approval of a one way system on Kings Rd in Oakham, subject to satisfactory consultation. Questionnaires were sent to all households and the majority of respondents were in favour, but this was less than 50% of the total households due to the low response rate. On this basis the scheme was not taken forward.
- 8.2 A new survey has recently been carried out by one of the residents with an almost identical response (40% in favour, 8% against, 52% no response). It is proposed that the scheme does not proceed until it can be demonstrated that at least 50% of households are in favour of the scheme.

9. CATMOSE CAR PARK

- 9.1 Discussions have been taking place with the owner of the land adjacent to Catmose to construct a low cost extension to the car park with an unbound surface (see Appendix 5).
- 9.2 Based on a capacity of 40 vehicles and a charge of £185 per year per space (50% discount) the income would be £6,167+VAT per year.
- 9.3 Based on a 10 year lease and a construction cost of £45k, the annual cost including business rates (NNDR) is estimated to be £7,008+VAT. We are currently awaiting the owner's response to the proposed heads of terms for the lease. Planning consent will be required.

10. OFF-STREET PARKING CHARGES

- 10.1 Parking charges are reviewed on an annual basis. When setting the budget it is assumed that parking income will increase in line with the Council tax increase (or freeze grant) for the previous year. This does not necessarily mean that charges need to increase, as usage may go up. We also commit to take account of changes to neighbouring authorities parking charges when setting our own. The latest comparison table is attached as Appendix 3.
- 10.2 Parking charges were increased in July 2013 (the first for three years). In 2013/14 the income from parking charges was about £8,000 (2%) higher than forecast. Therefore no overall increase is considered necessary at this time.

- 10.3 Some local authorities are considering the removal of certain parking charges in support of town centre viability. The removal of the 1 hour tariff would cost £24,000. This loss could be recovered by increasing the long stay tariffs. Appendix 6 provides a cost neutral option for free 1 hour parking. It should be noted that increased long stay charges could encourage further parking displacement to residential estates.

11. RISK MANAGEMENT

RISK	IMPACT	COMMENTS
Time	M	There is a significant lead in time to changing parking TRO's due to the consultation and legal processes involved.
Viability	L	No issues identified.
Finance	M	The cost of changes to traffic regulation orders, signs and pay-by-phone parking would be met from the parking budget. The proposed changes to off-street parking charges appear cost neutral although if motorists choose to use other modes of transport or park free of charge on-street their actions could impact on budget income. Assuming full utilisation and no increase in charges the net cost of an extension to the Catmose Car Park will be £8,400 over 10 years.
Profile	H	Parking is usually high profile. Changes will require statutory consultation.
Equality And Diversity	L	Disabled badge holder's park for free on the off-street car parks. No changes are proposed. The Rutland Access Group is consulted as part of the statutory consultation process. An Equality Impact Assessment has not been produced as the report does not affect policy or service.

Background Papers

Background File Ref: Strategic Parking Review
(Report 22/2012 Cabinet 7th February 2012)

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