

REPORT TO RESOURCES PDG

REPORT OF: HEAD OF FINANCE/PROPERTY DEVELOPMENT MANAGER

REPORT NO: HOF247

DATE: 25TH July 2013

TITLE:	Review of Car Parking	
KEY DECISION OR POLICY FRAMEWORK PROPOSAL:	N/A	
PORTFOLIO HOLDER: NAME AND DESIGNATION:	Councillor Mike Taylor Well Run Council Portfolio Holder	
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INITIAL IMPACT ASSESSMENT:	Carried out and Referred to in paragraph (7) below:	Full impact assessment Required:
Equality and Diversity	N/A	
FREEDOM OF INFORMATION ACT:	This report is publicly available via the Your Council and Democracy link on the Council's website: www.southkesteven.gov.uk	
BACKGROUND PAPERS		

1. RECOMMENDATION

- 1.1 It is recommended that Resources PDG note the current performance of the car parks and have regard for the current usage levels and usage patterns when considering fees and charge proposals for 2014/15.

2. PURPOSE OF THE REPORT

- 2.1 The purpose of the report is to provide members with updated information with respect to car parking performance following the introduction of Civilian Parking Enforcement (CPE) in the district.

3. DETAILS OF REPORT

- 3.1 The decriminalisation of on street parking resulted in local authorities needing to determine whether to proceed with taking on the responsibility of on-street parking enforcement from the Lincolnshire Police.
- 3.2 Lincolnshire was the last shire county in the country to consider the implementation of civil parking enforcement. At the time of CPE being considered for Lincolnshire 247 authorities had already taken on CPE enforcement powers. Following a period of review and negotiations with the County Council CPE was introduced on 5 December 2012.

Penalty Charge Notices

- 3.3 Police traffic wardens and car park attendants became Civil Enforcement Officers who issue Penalty Charge Notices (PCN) rather than ECN's issued by Traffic Wardens. SKDC elected to use the service level agreement with Nottingham Central Processing Unit for PCN processing and collecting fine income. This was previously carried out by a part time member of SKDC's staff in the revenues team, who was redeployed to other duties.
- 3.4 Appendix A shows the performance and total income raised with respect to PCN's for the period April 2012 – April 2013. It can be seen there has been a significant reduction in fines issued immediately after CPE was introduced LCC's approach to on-street enforcement in Stamford during December and January (post CPE) was a 'light touch' approach to allow motorists to become familiar with the new enforcement arrangements. It can also be seen that from February 2013 fines issued have started to return to a similar level to those prior to CPE being introduced.

Car Parking Income

- 3.5 Appendix B shows analysis for Grantham Long and Short stay and Stamford Long and Short stay car parks.
- 3.6 Long Stay car parks – there has been a significant reduction in 3 hours or less ticket sales but a dramatic increase in all day parking. This can be explained by active on-street enforcement which is resulting in a higher turnover of on-street spaces which has the effect of enabling motorists to park free for a limited period (typically up to 2 hours). The outcome is that all day parking on-street is not available as a result of the positive enforcement thus creating additional demand for all day parking in the Council car parks.
- 3.7 Short Stay car parks – overall there has been a marked reduction in total usage across all short stay bands. This can again be attributed to the active enforcement of on-street parking spaces which is creating a regular turnover of parking spaces.
- 3.8 Appendix C shows an analysis of projected outturn of 2013/14 compared with the actual income for 2012/13 and an analysis of quarter 1 performance for

2013/14 compared with the same period for 2012/13. This analysis effectively translates the reduction in car parking ticket sales into the financial implications. Based on the current forecasting it is anticipated that the income will be in the region of £70K less than budget (and £13k less than 2012/13 outturn).

- 3.9 Looking ahead the fees and charges structures will require a reviewing following the changes in behaviour as a result of CPE and different parking patterns which could result in a greater differential between short and long stay parking tariffs.

Bourne Car parks

- 3.10 The car parking strategy approved in December 2012 states;
- 3.11 “At present there is little turnover of spaces in any of the publically owned and operated car parks as no parking orders or charging regime exists. The Council should therefore review the need for the introduction of Parking Orders to limit the duration of stay initially with a view to introducing charges at a future date”.
- 3.12 At the time of developing the car parking strategy observation surveys were carried out in all public car parks to inform the above statement. However further survey work both on and off street is required to fully inform any orders to introduce a maximum stay. We have engaged in dialogue with both Town and County Council. It is fair to say that the views of the Town councilors were very mixed on the need to introduce any orders.
- 3.13 At present no off street enforcement is carried out due to the absence of orders. On street enforcement is carried out by Lincolnshire County Council through the framework agreement with APCOA. Currently on street enforcement is not deployed daily. From discussion with LCC Parking Services Manager the introduction of off street orders would potentially give sufficient demand for one full time Civil Parking Enforcement Officer to operate in Bourne. However this would require SKDC to purchase additional deployed hours with only the potential fine income to offset the cost if parking charges are not introduced at the same time.
- 3.14 A meeting has been arranged for late August 2013 with representatives from Lincolnshire County Council, Bourne Town Council and SKDC to develop an overall approach to ensure any off street orders compliment on street time limited bays and look to achieve a balance for those seeking all day parking as well as casual users of the towns facilities, residents and visitors.

4. OTHER OPTIONS CONSIDERED

- 4.1 None applicable

5. RESOURCE IMPLICATIONS

- 5.1 None applicable

6. RISK AND MITIGATION

6.1 None applicable

7. ISSUES ARISING FROM EQUALITY IMPACT ANALYSIS

7.1 None applicable

8. CRIME AND DISORDER IMPLICATIONS

8.1 None applicable

9. COMMENTS OF FINANCIAL SERVICES

9.1 Financial considerations are included in the report.

10. COMMENTS OF LEGAL AND DEMOCRATIC SERVICES

10.1 As part of good governance it is important members are kept updated in respect of the financial position of the Council's fees and charges during the course of the year.

10.2 Any introduction of off street car parking orders would need to comply with Section 35 of the Road Traffic Regulation Act 1984 and the Local Authorities Traffic Orders (Procedure) England and Wales) Regulations 1996 that provide the procedure to be adopted when introducing a new off street Parking Order. This includes the need to consult with statutory consultees, and publicize a draft car parking Order for the public to consider and submit objections that must then be considered. The statutory procedure can take up to 6 months.

11. COMMENTS OF OTHER RELEVANT SERVICES

11.1 None applicable

12. APPENDICES

- Appendix A – Fine income profile
- Appendix B – Ticket analysis
- Appendix C – Financial analysis