

# REPORT TO RESOURCES PDG

**REPORT OF: HEAD OF FINANCE**

**REPORT NO: HOF254**

**DATE: 3 October 2013**

<b>TITLE:</b>	Review of Car Parking	
<b>KEY DECISION OR POLICY FRAMEWORK PROPOSAL:</b>	N/A	
<b>PORTFOLIO HOLDER: NAME AND DESIGNATION:</b>	Councillor Mike Taylor Well Run Council Portfolio Holder	
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<b>INITIAL IMPACT ASSESSMENT:</b>	Carried out and Referred to in paragraph (7) below:  N/A	Full impact assessment Required:
<b>Equality and Diversity</b>		
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<b>BACKGROUND PAPERS</b>	<a href="http://moderngovsvr/ieListDocuments.aspx?CIId=495&amp;MIId=2964&amp;Ver=4">http://moderngovsvr/ieListDocuments.aspx?CIId=495&amp;MIId=2964&amp;Ver=4</a>	

## 1. RECOMMENDATION

It is recommended that Resources PDG review the current performance of the car parks and have regard for the car parking tariffs for 2014/15 taking into consideration the current usage levels and usage patterns.

## 2. PURPOSE OF THE REPORT

The purpose of the report is to provide members with updated information with respect to the current car parking performance and to seek guidance on how the behavioural changes can inform a review of the car parking tariffs.

## 3. DETAILS OF REPORT

### Car Parking Income

At the last meeting members were provided with updated analysis showing significant changes in car parking ticket sales at both long stay and short stay car parks in Grantham and Stamford. This change in tariff patterns is also leading to a reduced forecast of income for the current financial year of £89K (primarily as a result of behaviour changes at the Stamford car parks). Therefore the forecast income for 2013/14 is anticipated to be £1.145M from a budgeted £1.234M.

Detailed analysis has been undertaken in an attempt to understand the behavioural changes and the car parks that are most affected. What is more difficult to analyse is the underlining reasons for these changes – what is without doubt, is that the introduction of CPE (Civilian Parking Enforcement) has been the catalyst.

Stamford Long Stay car parks – there has been a significant reduction in 3 hours or less ticket sales but an increase in all day parking. This can be potentially 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) without the need to pay for parking in Council car parks. This reduction in short stay parking is also evident in the short stay car parks (see below). The further outcome of positive on-street enforcement is that free all day parking on-street is no longer an option (due to the risk of being issued a penalty notice) which is creating additional demand for all day parking in the Council car parks (again this can be evidenced in the short stay analysis).

Up to 3 hours	£1.80	-(21%) usage
Up to 4 hours	£2.50	+0.50% usage
All day	£3.00	+23% usage

Short Stay car parks – overall there has been a marked reduction in total usage across all short stay bands. More significantly there has been a complete change in the profile with a dramatic shift away from short stay usage to all day usage. This may be in response to a smaller price differential in all day parking between short stay car parks and long stay car parks (£1 only) and a response to a reduction in free unlimited all day on-street parking as a result of active enforcement of on-street parking spaces. This behavioural shift will also be causing a limitation of the availability of short stay spaces (due to a lack of

turnover of spaces) which is contrary to the objectives of short stay parking provision.

Up to 30 mins	50p	-(47%) usage
Up to 1 hour	80p	-(47%) usage
Up to 2 hours	£1.30	-(32%) usage
Up to 3 hours	£1.80	-(14%) usage
Up to 4 hours	£3.00	7% usage
Over 4 hours	£4.00	77% usage

In response to this analysis it is proposed to review the tariff structure to modify the car parking tariffs to reflect the changes by reducing short stay tariffs to stimulate greater short term use and increase long stay tariffs in order to regulate the increase in long stay demand. These changes can be undertaken without increasing the overall income to the Authority but could trigger a change in usage profile.

Interestingly the same analysis for Grantham sales does not show any significant behaviour shifts and usage patterns remain broadly consistent to those in place before CPE was introduced.

In light of this there is a case for reviewing the current policy of a single tariff structure for both towns as the evidence now shows clear differences in parking need and behaviour. Therefore different parking charge structures that accurately reflect the parking needs of each town could be considered that ensure the usage of the spaces are optimised.

Appendix A to the report shows the current charging structures and a suggested structure for Stamford which responds to the changing usage patterns and stimulate a change in parking patterns but does not generate overall additional income.

## **OTHER OPTIONS CONSIDERED**

None applicable

## **5. RESOURCE IMPLICATIONS**

None applicable

## **6. RISK AND MITIGATION**

None applicable

## **7. ISSUES ARISING FROM EQUALITY IMPACT ANALYSIS**

None applicable

## **8. CRIME AND DISORDER IMPLICATIONS**

None applicable

**9. COMMENTS OF FINANCIAL SERVICES**

Financial considerations are included in the report.

**10. COMMENTS OF LEGAL AND DEMOCRATIC SERVICES**

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**

None applicable

**12. APPENDICES**

Appendix A