

<b>Mr Roger Elkins, Cabinet Member for Highways and Infrastructure</b>	<b>Ref No: HI18 (19/20)</b>
<b>December 2019</b>	<b>Key Decision: Yes</b>
<b>On-Street Parking Charges Review - Phase 2</b>	<b>Part I</b>
<b>Report by Director of Highways, Transport and Planning</b>	<b>Electoral Division(s): All</b>
<p><b>Summary</b></p> <p>As Highway Authority, the County Council is responsible for managing on-street parking in West Sussex. This includes setting on-street parking charges at appropriate levels to deliver the County Council's objectives for parking management, as set out in the Integrated Parking Strategy (2014-2019).</p> <p>The on-street parking charges review for 2019/20 is being introduced in two phases. The first phase, including revisions to all on-street parking charges was implemented in September 2019. The second phase requires a separate Traffic Regulation Order advertisement and proposes the following:</p> <ul style="list-style-type: none"> <li>• A new '6 month' Resident, Non-Resident, Healthcare, Carer, Countywide, Trader and Doctor permit. This permit would have a higher rate in order to cover the additional administration costs incurred.</li> <li>• A standard cost for Hotel permits (Worthing Zone Z only)</li> <li>• Changes to the charges in Crawley Library Car Park</li> <li>• For Resident and Non-Resident permits, a proposed 25% reduction for low emission vehicles</li> </ul> <p>The proposals being put forward for consideration adjust a number of parking charges to make improvements to the operation of Residents' Parking Schemes, to correct any imbalance that exists between the on and off-street charges in some towns, to take account of inflation and to help facilitate future improvements in service provision.</p>	
<p><b>West Sussex Plan: Policy Impact and Context</b></p> <p>A Prosperous Place – providing parking in a well-managed way helps to support local businesses and communities. This is best achieved by implementing settlement wide parking management plans that are defined by existing and future parking demand. In addition setting the right level of on-street charges ensures that the primary choice for parking in towns should be off street and that more sustainable forms of travel are considered.</p>	
<p><b>Financial Impact</b></p> <p>The proposals generate estimated additional income of £25,000 per annum.</p> <p>The additional income will be utilised towards covering inflationary cost increases and improving on-street parking provision across the county.</p>	

## **Recommendations**

That the Cabinet Member for Highways and Infrastructure:

- 1) approves the changes to on-street charges and permits as set out in section 2 and Appendix A; and
- 2) authorises the Director of Law and Assurance to advertise the Traffic Regulation Orders and, subject to the receipt of no significant objections, to implement the proposed changes.

## **PROPOSAL**

### **1. Background and Context**

- 1.1 The County Council's Integrated Parking Strategy (2014–2019) reinforces its commitment to review on-street parking charges on an annual basis.
- 1.2 The on-street parking charges review for 2019/20 is being introduced in two phases. The first phase, including revisions to all on-street parking charges was advertised via Notice of Variation and implemented in September 2019. Full details can be seen via this link –  
  
<https://westsussex.moderngov.co.uk/ieDecisionDetails.aspx?ID=652>
- 1.3 As outlined in Section 2.9 of the phase one report, some further measures, are being proposed that involve 'new permits or charges' rather than variations to existing charges. These can only be advertised via a Traffic Regulation Order rather than a Notice of Variation.
- 1.4 The general objectives of the 2019/20 review of on-street parking charges are to:
  - increase parking charges to cover inflation and increases in operational costs
  - manage parking demand, thereby freeing up on-street parking spaces for those who have the greatest need
  - encourage on-street parking events of short duration, thereby maximising the available parking capacity, reducing the amount of circulating traffic and increasing accessibility
  - discourage unnecessary use of private cars in town centres and to encourage more sustainable transport choices
  - ensure parking management is consistent with the County Council's other transport, economic and environmental policies.
- 1.5 While all of these objectives remain relevant, the 'Road Space Audit' programme has also resulted in new ways for the County Council to consider existing and future parking trends. As part of this progressive approach, it is considered that having a more defined and consistent 'parking charge strategy' will ensure that officers can better assess what measures and resources might be required in order to meet the demands for parking and ultimately optimise the efficiency of the road network and parking supply.

## Proposal Details

- 2.1 For the second phase of the 2019/20 on-street parking charges review, proposals are being made for changes to various on-street parking permit charges as well as to some off-street charges. The proposals seek to improve the operation of Residents' Parking Schemes, to correct any imbalance that exists between on and off-street charges, to take account of inflation and to help facilitate future improvements in service provision.
- 2.2 The proposed 25% reduction for low emission vehicles seeks to compliment the County Council's Electric Vehicle Strategy 2019 – 2030 by contributing towards its overarching aims of reducing carbon emissions and safeguarding and improving air quality.
- 2.3 The following key measures are contained within the proposals:
  - A standard cost for hotel permits (Worthing Zone Z only)
  - Changes to the charges in Crawley Library Car Park
  - For Resident and Non-Resident permits, a proposed 25% reduction for low emission vehicles (see 2.4 below)
  - A new '6 month' Resident, Non-Resident, Healthcare, Carer, Countywide, Trader and Doctor permit.
- 2.4 In line with the Governments criteria for vehicles that qualify for the home charge grant, a low emission vehicle that qualified for a discounted permit would be classified as Category 1 – Cars with CO2 emissions of less than 50g/km and can travel at least 112km (70 miles) without any emissions at all.
- 2.5 The take up of low emission (i.e. electric) vehicles currently stands at around 0.34% in West Sussex and the majority of these are assumed to be parked off-street. Accordingly it is not expected that the proposed 25% reduction in resident/non-resident permit charges will result in a significant reduction in overall income in the immediate future. However, it is recommended that this remains a temporary incentive that will be reviewed annually as uptake increases from the existing level.
- 2.6 It is also proposed that future on-street parking charges reviews will give consideration to introducing higher permit charges for higher emission vehicles. This would support the principles outlined in the County Councils Air Quality Plan (2018).
- 2.7 A detailed breakdown of the proposals is provided in Appendix A, including the estimated overall changes in annual income. The first three proposals outlined in 2.2 above would generate an estimated additional income of between £26,000 and £32,000 per annum. The proposed 25% reduction in charges for low emission vehicles equates to an estimated £600 reduction to annual income, at existing levels of uptake.
- 2.8 New 6-month permits are being introduced for Residents, Non-Residents, Healthcare and Countywide, Carers, Traders and Doctors in order to provide flexibility as well as convenience for those who do not wish/are not able to purchase a 12-month permit.

- 2.9 It is not proposed to include Albion Street Lorry Park as part of these proposals. Since the July 2019 charges report, a separate decision has been made to sell the site.
- 2.10 It is considered that the proposals best meet the objectives set out in section 1.4 of this report. In accordance with the Road Traffic Regulation Act (RTRA), the proposed parking charges are policy and objective driven rather than being financially driven. Consequently it is important that these proposals are not viewed in terms of their financial outputs, but in the context of their contribution towards the aims and objectives of the Integrated Parking Strategy (IPS).

## FACTORS TAKEN INTO ACCOUNT

### 2. Consultation

- 3.1 The District and Borough Councils operate Civil Parking Enforcement in West Sussex and manage Residents' Parking Schemes, under agency agreements, on behalf of the County Council. Officers from all authorities meet regularly to monitor parking charges and the operation of the parking schemes and to discuss any issues that arise. There is also frequent dialogue between officers and stakeholders that identify specific parking related issues.
- 3.2 Pending the approval of the Cabinet Member for Highways and Infrastructure, the proposals will be formally advertised in January 2020 and all representations taken into account before a decision is made.

### 3. Financial (revenue and capital) and Resource Implications Resources

- 4.1 The revenue consequences of the proposals are shown below:

	Current Year 2019/20 £m	Year 2 2020/21 £m	Year 3 2021/22 £m	Year 4 2022/23 £m
Revenue Income Budget	-3.094	-3.201	-3.201	-3.201
Six Month Permits: Estimated Additional Income Generated	0.000	-0.008	-0.008	-0.008
Hotel Permits: Estimated Additional Income Generated	0.000	-0.012	-0.012	-0.012
Crawley Library Parking: Estimated Additional Income Generated	0.000	-0.006	-0.006	-0.006
25% Permit Reduction for Low Emission Vehicles: Estimated Reduction to Income Generated	0.000	0.001	0.001	0.001
Net Change to Income Generated	0.000	-0.025	-0.025	-0.025
Revised Revenue Income Budget	-3.094	-3.226	-3.226	-3.226

- 4.2 The estimated net impact of the proposed changes to parking charges is additional income of £25,000 per annum, based upon the existing uptake of low emission vehicles. The reduction offered for these vehicles is a temporary incentive and will be reviewed annually.
- 4.3 The income and expenditure for on-street parking is required by law to be contained within the County Council’s On-Street Parking Account. The purpose for which any surplus might be utilised, should a surplus be generated, is ring-fenced by Section 55 of the Road Traffic Regulation Act, 1984 (RTRA). In summary, these are:
  - to repay any funds for parking measures that have been borrowed from the general rate fund;
  - to contribute towards the provision or maintenance of parking facilities;
  - to contribute towards improvements to passenger transport services or infrastructure; and,
  - to contribute towards other highway improvements.
- 4.4 It should be noted that estimating the additional income that any increase in parking charges will generate is inherently complicated, because of the possibility, especially in the short-term, that there will be displacement to off-street car parks or other changes to parking behaviour and journey choices. This may of course vary between areas and over time.
- 4.5 The cost of implementing the second phase of the parking charges review will be up to £10,000 and will be met from within existing budgets. This will cover advertising and amending the traffic regulation orders, making the necessary alterations to the back office stationery and carrying out the necessary modifications to the pay and display equipment and signage.
- 4.6 There are no capital consequences of this proposal.

**4. Legal Implications**

The advertisement of the Traffic Regulation Order (to bring effect to the changes) would be undertaken in accordance with statutory procedures during January 2020.

**5. Risk Implications and Mitigations**

A table highlighting the potential risks and mitigating action related to a parking charges uplift is shown below:

<b>Risk</b>	<b>Mitigating Action (in place or planned)</b>
Objection to charging rationale	In the management of parking, a balance needs to be struck that shares out a finite amount of kerbside parking space amongst the many competing users and user groups. The IPS provides the framework within which these

	competing and conflicting needs are identified, assessed and prioritised. It also sets out the criteria for reviewing and setting levels of parking charges.
Objection to level of charges	The availability and cost of on-street parking is important in supporting the economic vitality of town centres and reducing traffic congestion. Achieving the correct level of charges is not an exact science, and there is no 'one size fits all' approach. Instead, many factors need to be balanced in order to arrive at an appropriate level of charging. Regular monitoring takes place in each of the town centres where parking charges apply and this informs officers if the parking charges are not set at an appropriate level and are failing to meet the IPS objectives.

## **6. Other Options Considered**

The proposals are set out in detail within Appendix A. Consideration has been given to a proposal that applied the Retail Price Index increase (2.4%) across all charges but this has been discounted on the grounds that it did not fully meet the objectives set out in section 1.4 of this report.

## **7. Equality and Human Rights Assessment**

- 8.1 The intention with any proposed price and policy changes is to ensure fairer access to road space for all users.
- 8.2 There are not considered to be any Human Rights Act implications

## **8. Social Value**

- 9.1 Proposals to review on-street parking charges may offer road users an opportunity to park more easily (by generating more turnover of parking bays) or safely (by reducing circulating traffic, hence improving visibility and access).
- 9.2 That said, it is also accepted that a review of parking charges might have an impact upon some individuals ability to park and may also result in displacement into residential areas. Road users who do not park in compliance with parking regulations will also be at risk of receiving a Penalty Charge Notice (PCN), issued by Civil Enforcement Officers employed by the local authority.

## **9. Crime and Disorder Implications**

The County Council does not consider a review of on-street parking charges to create any crime and disorder issues. Officers have previously consulted with Sussex Police, who share this view.

### **Matt Davey**

Director

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### **Appendices**

Appendix A – Traffic Management Proposals

### **Background Papers**

West Sussex Integrated Parking Strategy 2014 - 2019