
Subject:	EXTENSION OF PARKING CHARGE PERIOD AND REVIEW OF ON-STREET PARKING CHARGES
Meeting and Date:	Cabinet – 3 February 2020
Report of:	Roger Wragg, Head of Commercial Services
Portfolio Holder:	Councillor Nigel Collor, Portfolio Holder for Transport and Licensing
Decision Type:	Key Decision
Classification:	Unrestricted

Purpose of the report: To seek approval from Cabinet to implement the proposed additional 1-hour charging period for all on and off-street Pay & Display parking places, and to seek approval and authority to implement the proposed charging regime for On-Street Parking Places as set out in this report and Appendix 1.

- Recommendation:**
1. Agree to extend the charging period by 1 hour from 0900-1700 to 0900-1800 for all On and Off-Street Parking Places;
 2. Agree to the proposed On-Street parking and permit charges as set out in Appendix 1;
 3. That the Transport and Parking Services Manager be authorised to take all necessary legal and procedural processes to give effect to recommendations 1 and 2 above including the giving of notices and the making or amendment of any orders under the Road Traffic Regulation Act 1984.
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1. Summary

- 1.1 This report seeks Cabinet agreement for the parking charges for both on and off-street parking to be extended by 1 hour for the coming year. In January 2011 it was agreed that parking charges would be reviewed annually and in line with that decision a full review has been completed, this is one of the proposals following the review.
- 1.2 This report also seeks Cabinet agreement for the On-Street parking charges including permit charges as demonstrated in **Appendix 1** for the coming year. Although the report which Cabinet received on 13 January 2020 made reference to On Street parking charges, the resolution could be considered to be ambiguous and so it was considered that this should be presented to Cabinet again to ensure clarity.
- 1.3 In making these recommendations, consideration has been given to equality issues. It is not anticipated that these proposals will adversely affect any of the groups having protected characteristics contrary to the Equalities Act 2010.
- 1.4 It should be noted that the proposals detailed in this report will not impact on Blue badge holders as these can continue to be utilised in any Dover DC pay & display parking bay for an unlimited amount of time and at no cost.

2. Introduction and Background

- 2.1 Parking charges were last increased in Dover District on 8th February 2016, after having been previously frozen for 4 years.

- 2.2 As noted above, Cabinet has previously agreed that charges should be reviewed annually.
- 2.3 The Council's Parking Strategies, produced in 2015, recognise the importance of setting tariffs at a level which encourages wider utilisation of all available parking provision across each of the towns, responds to the circumstances within each town and seeks to match the availability of spaces with public expectations and demand.
- 2.4 Parking provision throughout the District is regularly under review and the needs of the local economy and residents alike are always taken into consideration. The direction of travel is to investigate possible sites for additional parking to be provided at key locations, this is an ongoing process and one that is regularly under discussion.
- 2.5 Resident parking schemes are continually reviewed as these are key to the residents and their ability to park close to their home. A full review is currently underway the option of reducing the size of some permit zones is an area that is being explored, the service is also in the process of implementing additional permit zones. Resident permit schemes are an ongoing activity, all new schemes are presented to the Joint Transportation Board for guidance and advice.
- 2.6 Support to the local economy has also been provided in partnership with the local business community through for example, the free parking arrangements offered to support Small Business Saturday and the occasional concessionary arrangements offered to event organisers.
- 2.7 In considering the appropriate level for parking charges the Council must have regard to guidance on parking policy and charges given in the Secretary of State's Statutory Guidance to the Local Authorities on the Civil Enforcement of Parking Contraventions, expanded upon in Operational Guidance to Local Authorities: Parking Policy and Enforcement.
- 2.8 This states that charges should be proportionate, so authorities should not set them at unreasonable levels and the Guidance also indicates that when setting on- and off-street parking charges, authorities should consider lower charges off-street than on-street. This would encourage drivers to park off-street, thus minimising on-street congestion caused by vehicles searching for spaces.
- 2.9 It should be noted, since 2017/2018 the Council has had the following changes in its car parks:
- Tides car park, Deal – no longer charging;
 - Woolcomber St, Dover – income significantly affected by closure of leisure centre and St James parking availability;
 - Sainsburys, Deal – management returned to Sainsburys, fee income ceased;
 - Park St, Deal – now managed by Aldi, fee income ceased.
- 2.10 The annual income lost from these car parks equates to approximately £150k, which has had a significant impact on the parking account.

3. **Proposals for 2020/21**

- 3.1 In reviewing the current parking charges, we have examined both current usage levels and the charging policies in adjacent authorities to ensure that the Council's charges are set at a level which whilst ensuring effective demand management of the available parking spaces would not disadvantage our town centres in comparison with neighbouring towns.
- 3.2 Accordingly, the charging period set by Dover DC remains the shortest charging period compared to neighbouring authorities, most of whom have charges which extend into

the evening period. It is recommended in this report that the charging period for all DDC car parks and on street pay & display is extended by 1hr, currently the charging period is 0900 – 1700, it is proposed that this be extended by one hour at the latter end of the charging period to 1800. With this extension period added DDC would continue to have the shortest charging period than our neighbours, as is demonstrated in **Appendix 2**.

4. **Identification of Options**

4.1 Option 1. **This is the preferred option.**

- To agree to extend the charging period by 1 hour from 0900-1700 to 0900-1800 for all On and Off Street Parking Places and to delegate authority to the Transport and Parking Services Manager to implement that change
- To agree to the parking and permit fees for On-Street parking for 2020/2021 as set out in **Appendix 1**

4.2 Option 2. To retain the current management and charging arrangements.

5. **Evaluation of Options**

5.1 Option 1 is recommended for the following key reasons:

- To support a continued and reasonable “turn over” of available parking spaces which aids the tourism agenda and local businesses;
- To support the budget and mitigate the impact of recent car park closures and loss of management fees;
- To enable a more efficient and consistent parking operation

5.2 Option 2 is not recommended as this will inhibit continued and reasonable “turn over” of available parking spaces and will inhibit the budget as the proposed charging period extension will assist in mitigating the recent car park closures. Option 1 will ensure that motorists continue to have low cost options whilst allowing for an adequate turnover of parking spaces to support the tourism agenda and the local economy.

6. **Resource Implications**

6.1 The overall impact of the charges listed in **Appendix 1** is likely to see an increase in revenue of £91K which has to be ring-fenced and so will be transferred to the Periodic Operations Reserve in the normal way to meet the costs of ‘lining and signing’, and maintenance relating to both On-Street and Off-Street Parking, as well as other transport related projects.

7. **Corporate Implications**

7.1 Comment from the Strategic Director (Corporate Resources): Accountancy has been consulted and has no further comments to make (JS)

7.2 Comment from the Solicitor to the Council: The Head of Governance has been consulted in the preparation of this report and has no further comments to make.

7.3 Comment from the Equalities Officer: The report does state that equality issues have been considered in making the recommendations however no equality implications have specifically been highlighted. In discharging their duties members are required to comply with the public sector equality duty as set out in Section 149 of the Equality Act 2010 <http://www.legislation.gov.uk/ukpga/2010/15>.

8. **Appendices**

Appendix 1: Schedule of Proposed Charges

Appendix 2: Pay & Display Charges Comparison with Neighbouring Authorities

9. **Background Paper**

None.

10. **Consultation Statement**

The Portfolio Holder for Transport and Licensing has been consulted on the proposals outlined in this report.

Contact Officer: Rubena Hafizi, Transport and Parking Services Manager