
Subject:	REVIEW OF ON AND OFF-STREET PARKING CHARGES
Meeting and Date:	Cabinet – 6 February 2023
Report of:	Roger Wragg, Head of Commercial Services
Portfolio Holder:	Councillor Martin Bates, Portfolio Holder for Transport, Licensing and Regulatory Services
Decision Type:	Key Decision
Classification:	Unrestricted

Purpose of the report: To consider the outcome of the annual review of parking charges and to seek approval to implement items that have been proposed as set out in Appendix 1.

Recommendation:

1. Note the outcome of the annual review of parking charges.
2. Agree to the proposed parking charge options as set out in Appendix 1.
3. That each of the Transport and Parking Services Manager and the Head of Commercial Services, in consultation with the Portfolio Holder for Transport, Licensing and Regulatory Services, be authorised to take all necessary legal and procedural processes to give effect to agreed recommendations as set out in Appendix 1, including the giving of notices and the making or amendment of any orders under the Road Traffic Regulation Act 1984, and also the making of arrangements with the Dover Harbour Board pursuant to section 33(4) Road Traffic Regulation Act 1984.

1. Summary

This report seeks Cabinet agreement for the parking charges for both on and off-street parking as set out in the proposal section of this report and Appendix 1. In January 2011 it was agreed that parking charges would be reviewed annually and in line with that decision it is considered appropriate to review charges once again. Proposals include:

- Making all hourly parking charges consistent throughout the District.
- Introducing Sunday charging in all car parks and on-street pay & display areas that do not already have this charging structure.
- Introducing pay & display charging in car parks for vehicles using Electric Vehicle charging bays.
- Extending the charging period of pay & display on and off street to start at 8am.

2. Introduction and Background

2.1 Parking provision throughout the District is regularly under review and the needs of the local economy and residents alike are always taken into consideration.

2.2 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. This states that parking policies, including enforcement, should be proportionate and should not undermine the vitality of town centres, so authorities should not set them at unreasonable levels.

- 2.3 Resident parking schemes are continually reviewed as these are key to the residents and their ability to park close to their home, all new schemes are presented to the Joint Transportation Board for guidance and advice.
- 2.4 The service is always looking at new initiatives and efficiencies that could benefit the Council and the local community, one of the options that are currently under review is the utilisation of ANPR cameras to carry out parking enforcement outside schools. We are looking at utilising an ANPR vehicle from one of our Enforcement Agent contractors as a trial.
- 2.5 The availability and effective management of parking is an important factor in both maintaining and increasing the vitality of our town centres, with a difficult balance needing to be struck between the use of charges as a mechanism to ensure that parking spaces are rotated rather than being full all day against the risk that the cost of parking dissuades residents and visitors alike from using town centre businesses.
- 2.6 In undertaking this annual review of the Council's parking charges, it has been recognised from the outset that the cost of living crisis has had an impact on parking demand.

3. **Proposals for 2023/2024**

Charging Structure

- 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 Comparisons with our neighbour's charging regime has been carried out and can be seen in **Appendix 2**.
- 3.3 The review has highlighted some disparities in the charging structure across the District and proposes some adjustments in charges for consideration by Cabinet as summarised below.
- To bring the hourly parking charges in Gazen Salts Car Park, Guildhall Car Park and Union Road Car Park in line with other car parks in the district.
 - To slightly increase the hourly charge in Albany Place Car Park to align it closer to other car parks in Dover.
 - To bring the hourly parking charges on Dover Seafront, Russell Street, Market Street, New Street and Beach Street (Royal Hotel to Dolphin Street) in line with other on-street pay & display areas in the district.
 - To introduce Sunday charging in all car parks and on-street pay & display areas that do not already have this charging structure.
 - To introduce pay & display charging for vehicles using Electric Vehicle charging bays.
- 3.4 In addition, it is proposed that the charging period within on and off street pay & display areas be extended, with charging starting at 8am and finishing at 6pm.

Resident Zones

- 3.5 Cashless paid parking will be introduced in Coombe Valley Road as per the Parking Review 2022, however there will be an increase in the proposed tariff to bring charges more in line with nearby hospital parking and to discourage hospital visitors from using spaces required by resident permit holders.

4. **Identification of Options**

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

- To agree the proposed options for both On & Off-Street parking for 2023/24 as set out in the recommendations and **Appendix 1**.
- To agree to delegate the decision-making process for the Transport & Parking Services Manager or Head of Commercial Services in conjunction with the Portfolio Holder for Transport, Licensing and Community to be authorised to take all necessary legal and procedural processes to give effect to agreed recommendations as set out in the recommendations and **Appendix 1**.

4.2 Option 2. To retain the current 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 those living in residential zones by enabling them to park near their homes;
- To maintain low cost parking options for visitors;
- To support the budget;
- To enable a more efficient and consistent parking operation.

5.2 Option 2 is not recommended for the following reasons:

- Will inhibit continued and reasonable “turn over” of available parking spaces;
- Will not adequately support those living within the resident zones;
- Will not support the budget.

6 Resource Implications

6.1 The income and expenditure in connection with on-street charging and on and off-street enforcement activities is required:

- to repay any funds for parking measures that have been borrowed from the General 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.
- to contribute to environmental improvement in the local authority’s area.

6.2 The overall impact of the charges listed in Appendix 1 is likely to see an increase in revenue, forecast to potentially generate additional income of approximately £167k from mostly off-street sites based on current parking demand.

7 Climate Change and Environmental Implications

7.1 The changes implemented through emissions based permit charging to encourage the use of more efficient and lower emission vehicles will continue to make a significant contribution towards the Council’s Climate Change objectives.

8 Corporate Implications

8.1 Comment from the Director of Finance (linked to the MTFP): Accountancy has been consulted and has no further comment.

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

8.3 Comment from the Equality Officer: This report regarding the review of on and off-street parking charges does not specifically highlight any equality implications, however 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/section/149>

8.4 Other Officers (as appropriate): The Principal Climate Change and Sustainability Officer has been consulted and has no further comment to make.

9 **Appendices**

Appendix 1 – Schedule of Proposed Charges

Appendix 2 – Pay & Display Charges Comparison with Neighbouring Authorities

10 **Background Papers**

None.

Contact Officer: Clare Connellan, Transport & Parking Services Manager