

# Gloucester City Council

<b>Meeting:</b>	<b>Cabinet</b>	<b>Date:</b>	<b>8<sup>th</sup> March 2017</b>
<b>Subject:</b>	<b>Car Parking Charging Review</b>		
<b>Report Of:</b>	<b>Cabinet Member for Regeneration and Economy</b>		
<b>Wards Affected:</b>	<b>Westgate and Kingsholm and Wotton</b>		
<b>Key Decision:</b>	<b>No</b>	<b>Budget/Policy Framework:</b>	<b>No</b>
<b>Contact Officer:</b>	<b>Anthony Hodge, Head of Regeneration &amp; Economic Development</b>	<b>Tel</b>	<b>01452 396034</b>
	<b>Anthony .Hodge@gloucester.gov.uk</b>		
<b>Appendices:</b>	<b>1. Car park Zones plan</b>		

## 1.0 Purpose of Report

- 1.1 To consider the introduction of a zoning policy, for the car parking tariff, to enable better use of the city's off street car parking.

## 2.0 Recommendations

- 1.1 Cabinet is asked to **RESOLVE** that in order to enable continued investment:

- (1) A zoning system of parking charges be introduced for the city centre off street car parks
- (2) Charges for parking all day remain unchanged for all car parks excluding Great Western Road which will be increased by 20p on all its tariffs.
- (3) No increase in the tariff for GL1 which will remain at £4 for up to 2.5 hours (maximum stay)
- (4) The following increases be applied to the off street car parks:

Zone 1		Zone 2		Zone 3	
Stay	Increase	Stay	Increase	Stay	Increase
1 Hour	£ 0.10	1 Hour	£ -	1 Hour	£ -
2 Hours	£ 0.30	2 Hours	£ 0.20	2 Hours	£ 0.20
3 Hours	£ 0.50	3 Hours	£ 0.20	3 Hours	£ 0.20
4 Hours	£ 0.50	4 Hours	£ 0.20	4 Hours	£ 0.20
5 hours	£ 0.50	5 hours	£ 0.20	5 hours	£ 0.20
		After 4pm	£ -		
All Day	£ -	All Day	£ -	All Day	£ -
Sunday 1 Hour	£ 0.20	Sunday 1 Hour	£ 0.10	Sunday 1 Hour	£ 0.10
Sunday all day	£ 0.20	Sunday all day	£ -	Sunday all day	£ -

N.B The above does not change the hours you are allowed to park e.g. Hare Lane South is a Zone 2 car park but the maximum you will be able to park there is 4 hours.

- (5) An evening charge of £1.50 be introduced for Southgate Moorings
- (6) £30,000 of any increase in revenue be allocated for a car parks improvement fund
- (7) Authority be delegated to the Head of Regeneration & Economic Development, in consultation with the Cabinet Member for Regeneration & Economy, to undertake the appropriate and necessary procedures to amend the current car parking order(s)
- (8) A further review be undertaken by the Head of Regeneration and Economic Development considering the impact of the changes made.

### **3.0 Background and Key Issues**

- 3.1 Much has been achieved in recent years to deliver improvements at Gloucester City Council's car parks. Charging hours have been reduced to allow people greater flexibility to visit the City Centre and to park free of charge after 5pm in the Kings Walk and Eastgate Centre car parks. Several car parks (Hampden Way, St Michael's Square and Station Road) operate a £1 after 4pm rate. The overall cost of parking in the City Centre has also reduced. In 2004 the all-day parking rate was £20. Other rates were also cut with, for example, the key two hour tariff being cut from £2.70 in 2004 to £2.00. In 2012 the City Council further reduced parking charges. Currently the City Council charges a maximum of £6.
- 3.2 There have been no price changes in our car parks since 2012 when the tariff was reduced. The city has also invested including a major refurbishment of the Eastgate Centre Rooftop car park and the introduction of a new pay on foot system supported by ANPR. Improvement works to the main car park stair wells included:
  - Deep cleaning and treatment with odour neutralising agent
  - Coating of anti-chemical attack paint to prevent the stair wells smelling in future
  - Adding non slip materials to steps and painting
  - Painting of walls, balustrades and handrails to make them Equalities Act compliant
  - Improved lighting
- 3.3 Whilst the City Council continually strives for efficiencies, the current level of charging is not sustainable. Against the cost of running the car parks, including the maintenance and eventual replacement, the current level of charging, which hasn't changed since 2012 and at that point was a price decrease, is very difficult to leave unchanged, if standards are to be retained and further improvements made.
- 3.4 Whilst the Council is aware of its legal obligations when setting charges, it is recognised that this modest increase continues to keep Gloucester city centre competitive with other nearby towns and cities. It remains below 2004 levels and is cheaper than off street and some private car parks in the city.
- 3.5 The tariff will be on a zoned basis to encourage use of all the car parks, lessening the burden on the most popular. We are proposing the highest increase for centrally located car parks. These would be zone 1 premium car parks where the added convenience attracts a greater increase. The less central car parks will attract a lower or no increase. The price increase will be rounded up to the nearest 10p to enable efficient cash handling. We are not proposing to amend our all day

rate to ensure those that work in the city centre can continue to benefit from a competitive all day rate of £6. Season tickets will also remain unchanged.

- 3.6 The car parks and the zones to be applied are as follows, and as illustrated in the attached plan in Appendix 1:

Zone	Car Park
1	Eastgate Roof Top, Longsmith Street, Kings Walk, Ladybellegate, Southgate Moorings
2	Barbican, Hampden Way, Hare Lane South, Station Road, Westgate Street, St Michaels Square
3	North Warehouse, Great Western Road, Castlemeads, Hare Lane North, GL1

- 3.7 We will also introduce an evening tariff for Southgate Moorings car park of £1.50. The income generated through the evening charge at Southgate Moorings will be used to support our programme of regeneration activity including the redevelopment of Kings Quarter, Kings Square and the Fleece. This car park was passed to the city by the SWRDA conditional upon any income generated being used for regeneration purposes.

- 3.8 Great Western Road will have a revised all day tariff of an additional 20p. There will be no changes to the visitor parking tariff at North Warehouse

#### **4.0 Asset Based Community Development (ABCD) Considerations**

- 4.1 It is not possible to involve the community in this activity.

#### **5.0 Alternative Options Considered**

- 5.1 Do nothing: this would leave the charges at current levels which are not deemed sustainable. A higher increase could also be considered. However at the current moment in time, balancing the needs to drive forward the renaissance of the city centre, and support businesses, the objective is to keep increases to the minimum required to facilitate growth.

#### **6.0 Reasons for Recommendations**

- 6.1 To support the ongoing management and maintenance of the car parks.

#### **7.0 Future Work and Conclusions**

- 7.1 A further review will be carried out in 2018/19 to consider the impact of the increases in use levels on the city centre.

#### **8.0 Financial Implications**

- 8.1 The Car parking charging review as detailed in the report will deliver the targets identified in the Money Plan, while ensuring the infrastructure of the car parks is maintained.

- 8.2 The review of charges will ensure the standards are sustainable and maintained. (Financial Services have been consulted in the preparation this report.)

## **9.0 Legal Implications**

- 9.1 The well published Barnet case ([R \(Attfield\) v London Borough of Barnet \[2013\]](#)) restated the common law rule that local authorities must comply with relevant legislative requirements when setting fees and charges. In particular, councils cannot set fees and charges for the express purpose of creating a surplus.
- 9.2 Any changes to the car parking charges will require an order to be made under the Road Traffic Regulation Act 1984. Following the Barnet case it is clear that any parking order made under this Act must be made for the purposes set out in section 122 (1). This section provides:
- '(1) It shall be the duty of every local authority ...to exercise the functions conferred on them by this Act as (so far as practicable having regard to the matters specified in subsection (2) below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.
- 9.3 Sub section (2) includes:
- (a) the desirability of securing and maintaining reasonable access to premises;
- and
- (b) the effect on the amenities of any locality affected.
- 9.4 Other decisions have confirmed that it is also lawful, when setting car parking charges, to take into account the cost of provision of off-street parking, the cost of enforcement, securing an appropriate balance between different classes of vehicles and users, and selecting charges which reflect periods of high demand.
- 9.5 The proposed amendments to the car parking order affect persons who hold Blue Badges. The Council is required to have due regard to the Public Sector Equality Duty as set out in section 149 of the Equality Act 2010 when exercising their functions. This means that the Council must:
- (a) eliminate discrimination, harassment, victimisation;
- (b) advance equality of opportunity; and
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 9.6 Protected characteristics are defined in the Equality Act 2010 and include disability and it is important, therefore, that meaningful consultation is undertaken.

## **10.0 Risk & Opportunity Management Implications**

- 10.1 The proposed increases pose no direct financial risk other than the potential of reducing the use of the car parks. This will be monitored to ensure if there is an adverse impact, corrective action can be considered.

## **11.0 People Impact Assessment (PIA):**

11.1 The PIA Screening Stage was completed against the protected characteristics.

11.2 Full consultation will be carried out as part of the Order changes.

## **12.0 Other Corporate Implications**

### Community Safety

12.1 No impacts.

### Sustainability

12.2 No adverse implications other than potentially encouraging people to use more sustainable modes of transport in light of the modest price increase.

### Staffing & Trade Union

12.3 There are no implications.

### Press Release drafted/approved

12.4 None at present