

Report To:	CABINET	Date:	25th November 2019
Heading:	REVISION OF PARKING ORDER		
Portfolio Holder:	CLLR HELEN-ANN SMITH - DEPUTY LEADER AND PORTFOLIO HOLDER FOR STREETS, PARKS & TOWN CENTRES		
Ward/s:	ALL WARDS		
Key Decision:	YES		
Subject to Call-In:	YES		

Purpose of Report

To agree the proposals detailed in the report regarding changes to parking provision and charges and to agree to undertake the process to revise the Council's Parking Order.

Recommendation(s)

- 1. To agree the proposals detailed in the report regarding changes to parking provision and charges (and to note proposals agreed at February 2019 Cabinet)**
- 2. To agree to undertake preparations to commence the legal process for varying the existing Ashfield District Council Civil Enforcement Off Street Parking Order.**
- 3. To agree the publication of the Ashfield District Council Civil Enforcement Off Street Parking Places Variation (No 2) Order 2019**
- 4. Delegate authority to the Portfolio Holder to enact the proposed future changes to the order as and when required and to make any minor amendments to the order, plans and other documents as required.**

Reasons for Recommendation(s)

To ensure that the Parking Order is up to date to reflect changes in parking provision and to provide flexibility for future changes which may be required.

Alternative Options Considered

Not to revise the Parking Order. **Not recommended**; the order needs to be revised due to changes in charges and car park provision.

Detailed Information

The Council's current Parking Order came into operation on 1st February 2016. There are a number of changes required to the order which are required to be implemented now, and a number required for the future which will remain dormant within the new order until they are ready to be enacted.

1. Parking provision agreed at Cabinet 18th February 2019

The following changes in parking provision were agreed at Cabinet on 18th February 2019 to support town centres and green travel:

- a) Revise the current car parking charges as follows:
 - 1 hour - free - no change
 - 2 hour - £0.60 - retain with some free spaces (for up to 2 hours)
 - 4 hour - £1.50 - increase to £2.00
 - 12 hour - £2.00 – increase to £4.00.
- b) Provide up to two hours free parking in the three main town centre car parks within a number of designated and 'marked out' spaces, as follows:
 - Piggins Croft, Hucknall – 35
 - Hodgkinson Road, Kirkby – 8
 - Sutton Market Place - 12
- c) The installation of electric vehicle charging points within a number of car parks within the District. This will support the development of the charging point network across Nottinghamshire, supporting increased use of electric vehicles and a reduction in air pollution.
 - Central Council Offices, Urban Road, Kirkby 4 Twin outlets 7 kW - 8 charging bays
 - New Street Car Park, Sutton 4 Twin outlets 7 kW - 8 charging bays
 - Kings Mill Reservoir, Sutton 1 50 kW Rapid Charger – 2 charging bays
 - Piggins Croft Car Park, Yorke Street, Hucknall 1 50 kW Rapid Charger – 2 charging bays.

All sites are now in use and have delivered over 1MW of renewable energy to help reduce CO² emissions in the district.

Standard charges will apply to the electric charging bays and they will not be available for two hours free parking. The rapid charge points will fully charge a car within 45 minutes and therefore one hour free parking is sufficient for these bays.

- d) Increase the area of land covered by the Parking Order at Piggins Croft car park, Hucknall to include the area acquired during the purchase of the property occupied by Wilkinson's and Central Walk retail properties. This will ensure effective enforcement action can be undertaken when necessary.

It was agreed at the February Cabinet meeting that officers start undertaking preparations to commence the legal process for varying the Parking Order and that £24,200 be allocated from the Regeneration Reserve to fund the costs associated with a new Parking Order, upgrading of parking machines and line marking for the two hour free bays.

2. New Parking Order

The following changes and additions are also recommended to be included within the new Parking Order, the proposed schedule for the new Parking Order is included at the end of this report:

2.1 Kings Mill Reservoir car park

- a) Incorporate the existing car park and access road within the Parking Order and introduce charges as follows:

1 hour - free

For every 2 hours thereafter - £1.00.

The access road is to be included to prevent parking on the road through enforcement, a plan of the area is included at the end of this report. This proposal would be implemented immediately.

The cost of the works would be covered by the approved budget for the Heritage Lottery funded scheme.

- b) Incorporate area for a planned second car park into the order.

Funding for a second car park was supported through the capital gateway process and is included in the capital programme update for November. If supported by Cabinet the proposed revised Capital Programme will be considered by Full Council in February. If approved, the project will be implemented from March 2020 onwards. Future income from the parking tariff will cover the investment and repayment plan.

The car park at Kings Mill Reservoir regularly reaches capacity at peak times increasing overspill and parking along the access road. The reservoir site is one of the District's key visitor destinations and with investment from the Heritage Lottery Fund will see consistent growth in visitor numbers over the next few years.

Funding to increase the parking capacity by 38 spaces has been secured through the Heritage Lottery Funding (HLF). HLF stipulated that increased sustainability of the site was incorporated within the project to include site management and income generation for reinvestment. **This is the reason why charges are being introduced.**

Options for introducing parking changes at the site have been considered, which would minimise the impact on current visitors and provide an income which would support the management of future sediment deposits and water quality. The visitor usage surveys indicated that over 70% of visitors stay less than one hour. The proposed tariff allows for the first hour of parking to be free to minimise the impact on existing users.

Leisure options to diversify the offer for visitors and increase dwell times were explored in 2018. A series of options are now being developed with project partners, however to service the additional leisure growth, the parking provision would need to increase.

2.2 Hodgkinson Road and Festival Hall car parks

To reduce the maximum stay from 12 hours to four hours at both car parks to increase throughput capacity during the construction of the new Kirkby leisure centre and the demolition of Festival Hall.

The new leisure centre is being built behind Festival Hall to ensure that the existing centre remains open during construction, to ensure continuity of provision and that any loss of customers/ income is minimised. There will be no parking provision on the Festival Hall site during the construction period and therefore increased demand at Hodgkinson Road. To manage this it is recommended that the maximum stay is reduced to increase turnover and capacity. We are currently undertaking survey work of car park usage at both sites and identifying alternative sites for the provision of long stay

parking. Currently c.30 spaces are used for long stay parking each day during the week by local businesses.

It is recommended that the above proposal is included in the new Parking Order but remains dormant until alternative long stay provision is identified. This proposal would need to be implemented prior to site set up for the construction of the new leisure centre (estimated October 2020) and would be reviewed six months after the demolition of Festival Hall.

2.3 Market Yard Kirkby

Through the town team, retailers have suggested that this area (adjacent to the rear of Boyes) could be used more productively for car parking as well as deliveries. Making the area more accessible and better used should reduce fly tipping, increase natural surveillance and security and reduce pressure on other parking areas.

It is recommended that the above proposal is included in the new Parking Order but remains dormant until issues around ensuring delivery vehicle movements, lighting and pedestrian routes are resolved.

2.4. Charges

It is recommended that season tickets are removed from the Parking Order and included within the annual fees and charges. These can then be reviewed annually as per other charges. A Parking Order cannot incorporate increases in charges and is only reviewed as and when necessary which is generally every few years. The proposed new charges have been benchmarked with neighbouring authorities and represent value for money and a saving of c.48% compared with the daily charge (based on a daily ticket for 5 days per week for 48 weeks).

It is recommended to increase the charge for season tickets as follows:

- Quarterly Season Tickets – increase from £70 to £140
- Annual Season Tickets – increase from £280 to £500

The potential for the introduction of overnight parking charges has been reviewed with the expert external adviser from a neighbouring authority who is overseeing the new order. His advice is that it is too complicated to introduce charges; with the older ticket machines a two ticket option with separate buttons (one for the daytime and the other for evening) is required with both tickets needing to be displayed at the same time. From their experience people often pressed the wrong button and they have now removed the evening charge in their car parks due to complaints and the number of challenges to penalty notices.

Alternatively we could introduce an additional tariff so that for example up to 8 hours was £4.00 and then over 8 hours was £5.00, however this wouldn't be the same on a Saturday as it would need to be free running into the Sunday morning.

Given the advice provided it is not recommended to introduce overnight parking charges.

3. Parking Order process

The process begins with a 28 day consultation period, if objections are received the authority is required to hold a public inquiry. It is therefore recommended that a pre-consultation of twenty eight days is undertaken to identify any concerns regarding the proposed changes. This pre-consultation period would identify any objections which could then be addressed before the formal consultation commences in an effort to avoid the need to hold a public enquiry. If major objections are received these would be reported to a future Cabinet to review before proceeding further.

Following the formal consultation period a notice of variation is placed in the press and on the Council's website together with the display of the notice at each of the car park locations at least 21 days before the variation comes into force.

New signage will be required at the existing sites for the new charges, together with reprogramming of ticket machines.

3.1 Key timeframe and dates:

- 29 November 2019 - Send out letters to consultees, mail shot, website, reception
- 30 December 2019 - Draft notice of proposal consultation close
- 07 February 2020 - Public advert, erect site notices, send out letters, website, reception
- 09 March 2020 - Notice of proposal consultation close
- 03 April 2020 - Seal the parking places order
- 13 April 2020 - Public advert, erect site notices, send out letters, website, reception
- 18 May 2020 - New parking places order comes into force

3.2 Costs

It was agreed at the February Cabinet meeting that £24,200 be allocated from the Regeneration Reserve to fund the costs associated with a new Parking Order, upgrading of parking machines and line marking for the two hour free bays. We are reviewing the type of upgrade required to the ticket machines to ensure that it is future-proofed, for example a card payment feature. This could potentially increase costs and it is therefore recommended that a total of £30k is made available from the Regeneration Reserve to cover costs.

Implications

Corporate Plan:

The proposed new parking order will support the following priorities: Economic Growth and Place and Cleaner and Greener.

Legal:

The relevant legal process for the varying of a car park order are set out in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 SI 1996/2489. If the recommendations are approved, legal services will work with relevant officers and the external expert support to undertake the legal process for varying the existing Parking Order in order to comply with the legislation.

Finance:

Budget Area	Implication
General Fund – Revenue Budget	£30,000 from the Regeneration Reserve
General Fund – Capital Programme	Not applicable
Housing Revenue Account – Revenue Budget	None
Housing Revenue Account – Capital Programme	None

Risk:

Risk	Mitigation
1. Reputational risk 2. Public Enquiry	Pre- consultation period would identify any objections which could then be addressed before the formal consultation. If major objections are received these would be reported to Cabinet to review.

Human Resources:

No implications identified.

Equalities:

No implications identified.

Other Implications:

None identified.

Reason(s) for Urgency

N/A

Reason(s) for Exemption

N/A

Background Papers

None

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