

Cabinet



Date of meeting:	10 November 2022
Title of Report:	Parking Modernisation and Environment Paper
Lead Member:	Councillor Mark Shayer (Deputy Leader)
Lead Strategic Director:	Anthony Payne (Strategic Director for Place)
Author:	Mike Artherton
Contact Email:	Mike.artherton@plymouth.gov.uk
Your Reference:	PMAEP101122
Key Decision:	Yes
Confidentiality:	Part I - Official

Purpose of Report

To present the outcome of the statutory consultation on the Parking Modernisation and Environment Plan and make recommendations on the proposals to be implemented having considered the representations received during the consultation period. Additionally, to make any further recommendations as a result of considering the representations received during the consultation period.

Recommendations and Reasons

1. To note the consultation responses within appendix 1 (summary) and appendix 2;

Reason: The product of consultation must be considered by the decision maker.

2. Having considered all representations received through the statutory consultation, that Cabinet approve the implementation of the following changes with effect from 1st December 2022:

- 2.1. To increase on-street parking fees from £1.50 per hour to £2 per hour, expand the payment options for parking to include credit, debit cards, contactless, android pay and Apple pay, alongside the existing Ringo (*payment by phone call, phone app or website*) and remove cash as a payment option;

Reason: To bring fees more in line with other cities, make payments easier and support the use of public transport.

- 2.2. To introduce a 24 hour on-street tariff of £15 for a 24 hour stay;

Reason: To support visitors and the hospitality sector by creating more long stay parking solutions in the vicinity.

- 2.3. To revise the charging periods to 9am to 9pm (daytime) and 9pm to 9am (evening);

Reason: To support visitors through enabling an additional hour's stay in the morning.

- 2.4. To remove maximum stay restrictions in the following locations: Armada Way, Basket Ope, Batter Street, Buckwell Street, Catherine Street, Derry's Cross, Gibbon Lane, Gibbon Street, How Street, Lockyer Street (Lower), Looe Street, Notte Street, Palace Street (East), Princess Street, St Andrew's Street, Tavistock Place, The Barbican, The Parade, Whimble Street, Hoe Road, and Madeira Road;

Reason: To support visitors and the hospitality sector by removing maximum stay restrictions, enabling longer stays.

- 2.5. To simplify the off-street car parking tariffs in accordance with the off-street charges schedule (**Appendix 5**) for the following sites: , Derry's Cross, Elphinstone, Exchange Street, Guildhall, Mayflower House Court, Mayflower East, North Hill, Regent Street, St Andrews, Theatre Royal, Bretonside B and C, Civic Centre, Colin Campbell Court, Cornwall Street, Cornwall Street East and West, Courtney Street, Marks and Spencer's, Mayflower Street and Western Approach car parks;

Reason: To make tariffs easier to understand and to encourage longer stays.

- 2.6. To stop issuing 'Annual Visitor Tickets' and replace with 'Resident Permits' and 'Resident Visitor Tickets' across the city for parking guests of residents in areas where residents parking permits are required;

Reason: To ensure a fair and consistent approach to residents permit parking, as currently two different schemes operate across the city.

- 2.7. To increase the fee for a Residents Permit from £30 to £41.

Reason: To fully recoup the costs of administering, operating and maintaining residents permits schemes which have not been increased since 2007/2008.

- 2.8. To increase the 'Long Stay Business Permits' from £300 to £400 and 'Short Stay Business Permits' from £150 to £200;

Reason: To encourage modal shift and the use of more sustainable transport.

- 2.9. To introduce a new 'Short Stay NHS and Health Care permit' at a cost £100 and a 'Long Stay NHS and Health Care Permit' at £150;

Reason: To support the delivery of critical health care through offering discounted parking to the sector.

- 2.10. To introduce parking terminals within all district car parks and the requirement for motorists to use the terminals to activate a free parking session;

Reason: To reduce overstays in car parks to support shoppers and businesses by ensuring that parking spaces are more readily available.

- 2.11. To reduce free parking from 3 to 2 hours at Mutley Barracks and Napier Street car parks;

Reason: To support businesses within Mutley by discouraging the use of car parks by motorists visiting other locations than the businesses and facilities on Mutley Plain.

- 2.12. To increase the annual fee of the 'Accessibility Permit' from £40 to £60 and expanding the sites at which it can be used to include to the Theatre Royal, Regent Street, Mayflower East and Western Approach;

Reason: To support blue badge holders and increase accessibility by increasing the spaces available.

- 2.13. To introduce a fee of £150 for the marking of a 'Disabled Driver Parking Space' for residents;

Reason: The service is subsidised and cannot be maintained by the Council as free. This ensures that the Council is able to maintain support for persons with impairments in accessing their homes by ensuring the services are funded through cost recover, the alternative would be to cease the service.

- 2.14. To increase the charge for concessionary rate parking for guests of guest houses and hoteliers from £5 to £7;

Reasons: To ensure that the Council can continue to make the concessionary rate available and support the hospitality sector by ensuring a high proportion of cost recovery in light of the Council's financial position.

3. From 1st April 2022:

- 3.1. To provide customers with greater choice of how to pay for parking, through expanding payment options to include credit and debit cards, contactless cards, Apple Pay, Google Pay and RingGo (phone call, smart phone app and web);

Reason: To contribute towards reducing the Council's carbon footprint as set out in the briefing.

- 3.2. To remove cash payments from on-street parking;

Reason: To contribute towards reducing the Council's carbon footprint as set out in the briefing.

Alternative options considered and rejected

Not to implement these proposals is rejected as the Council would fail to:

1. Implement change to improve customer experience, the customer journey and access to services;
2. Demonstrate our values as a Responsible Council in responding to the climate emergency and financial challenges;
3. Support the Councils £9.8 million investment in mobility hubs as part of a wider £58.8 million 'Transforming Cities' investment to encourage modal shift and a step change in our sustainable transport offer;

4. Respond to the Council's potential £15 million shortfall in the in-year 2022/23 budget and the substantial shortfall in resources required to set a balanced budget for 2023/24, currently projected at £37.6m.

To refocus increases in a different way to those set out in the report, in order to achieve the same income but on a different basis to that set out in the report. This recommendation has been rejected on the basis that:

1. The current proposals were considered the best approach to realising benefits for the Council and residents without significant increases imposed on any one aspect of parking charges;
2. The recommendations proposed have been arrived at and consulted upon, depending on the amendments, it would require further consultation;
3. Further consultation requirements and engagement on any alternative proposals would delay the realisation of cost recovery and savings as set out in the report;
4. Further consultation requirements and engagement on any alternative proposals would delay the realisation of the benefits they seek to achieve.

Relevance to the Corporate Plan and/or the Plymouth Plan

These proposals support our Corporate Plan, specifically:

- Support a green, sustainable city that cares about the environment
- Create a vibrant economy, developing quality jobs and skills
- Create a varied, efficient, sustainable transport network
- Create a friendly welcoming city

Implications for the Medium Term Financial Plan and Resource Implications:

There are costs of £30k associated with the proposals as set out within the report, including public noticing, signing and updating of parking systems.

The proposals set out within this report are expected to have a favourable net impact of £306k in 2022/23, based on implementation of 1st December (with exception of migration to cashless in April 2023) and a full year net benefit of £934k in 2023/24.

This net income is required to offset existing pressures within Highway and Parking budgets on-going.

Financial Risks

Income streams generated from these proposals exceed any finance risks of implementing them.

Carbon Footprint (Environmental) Implications:

The proposals to be subject to statutory consultation support the Council's commitment to be carbon neutral by 2030, setting out a range of proposals aimed at reducing our carbon footprint and encouraging modal shift and a step change in our sustainable transport offer. Whilst it is difficult to accurately model all of the proposals, migrating from cash to alternative payment methods for parking will reduce our carbon footprint by 8000kg Co2 per year.

Sign off:

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Originating Senior Leadership Team member: Anthony Payne (Strategic Director for Place)											
Please confirm the Strategic Director(s) has agreed the report? Yes											
Date agreed: 02/11/2022											
Cabinet Member approval: Councillor Mark Shayer (Deputy Leader and Cabinet Member for Finance and Economy)											
Date approved: 24/10/2022											