

CAR PARKING

1.0 Purpose of Report

- 1.1 To provide with Members an update regarding car parking in the District and the performance of the Council's various car park facilities and to seek their approval to further car parking improvements.

2.0 General Background Information

- 2.1 The Council currently is a member of the Nottinghamshire Parking Partnership comprising of all Districts and Boroughs and the County Council. The Partnership manages the enforcement processing of car parking provision both on street across the district and off street in the Council car parks.
- 2.2 The Council manages the daily tasking of Civil Enforcement Officers (CEOs) who patrol on foot to enforce yellow lined parking restriction areas and also now in a dedicated camera car; to enforce against parking in zoned areas outside schools across the district. The County Council manages the administration of penalty charge notices issued by the CEOs for parking violations but the Council manages and comments on all challenges and appeals.
- 2.3 The Council currently operates 8 car parks in Newark, 3 at Southwell and 1 at Ollerton.
- 2.4 In addition to pay and display car parks, the Council offers contract parking (a dedicated bay for personal use) behind the Palace Theatre and on Barnbygate, Newark and season tickets (for use in specified car parks but where no dedicated personal space is offered)
- 2.5 The Council receives its legal mandate to charge for its car park use and enforce against violations of use via its statutorily required Car park Order. Any changes to car parking tariffs and /or conditions including season tickets and Lorry Parking etc requires an amended car park order to be compiled, and advertised as part of a consultation process before implementation can be made.
- 2.6 The proposed devolution of services to Southwell including car parks will mean that the Southwell Town Council will be responsible for the operation of those car parks but the Council will maintain the management of the enforcement of those car parks and on street car parking at Southwell as members of the Nottinghamshire Parking Partnership.

3.0 Newark Car Parking

- 3.1 Members will recall that the car park tariff structures were compiled to support a strategy whereby encouragement by fee charging is given to drivers wishing to stay for 3 hours or more, to use the outer town car parks north of the river at Riverside, Riverside Arena and Livestock Market where as the inner town car park tariffs encourage short stay throughput.

- 3.2 The management objectives for car parking in Newark, wherever possible, continue to:
- Support safety of all road users and pedestrians,
 - Minimise congestion
 - Maintain and sustain footfall
 - Support the town centre retail businesses
- 3.3 Car parking continues to be a highly emotive subject in the UK and indeed locally and it is essential to help sustain Newark Town Centre that a balanced approach is applied where possible, albeit ultimately, enforcement continues to be a key tool in the encouragement of considerate driver behaviour.
- 3.4 Council Car Park usage in Newark has risen in the past two years compared with previous years, along with a significant increase in congestion at various times of the week and day. The needs of business for deliveries and maintenance are at time difficult to support in such a gated town with narrow streets, especially in some key busy areas including Castlegate and Stodman Street. The Council can and does provide temporary parking dispensations where appropriate to do so.
- 3.5 Since 2012, the Council has operated a rising bollard scheme in Newark town centre to support the enforcement and objectives of the traffic regulation order that enhances pedestrian access and restricts vehicular access, but the operation of the scheme is limited to times when resources are available in the small car parks and markets team as it requires a physical presence to allow only authorised vehicles in within the hours of operation between 10 am and 4 pm. and provide an immediate response to physically disable and drop the bollard if it malfunctions and emergency access is required. Outside of these hours only permitted vehicles are allowed regardless that the bollard is down and physical access possible. Permitted vehicles are those entering the area for loading/unloading purposes only. Access for any other purpose constitutes a moving traffic offence enforceable by the Police. Parking for any other purpose can be enforced by the CEOs but it is emphasised that the current traffic regulation order permits loading and unloading in the Market Place before 10am and after 4pm.

4.0 Car Park Performance

- 4.1 Attached as Appendix A is a summary of car park income for the past two years at the various car parks and from season tickets.
- 4.2 Total Newark Car Park income outturn for 2015/2016 was £785,000 against a budget target of £758,500. Southwell was £31,300 against a target of £30,000. Season ticket and contract parking income was £35,000 against a target of £42,000 and dispensations income was £3680 @ £15 per 2 week dispensation.
- 4.3 Incomes for April 2016 show a slight shortfall against profiled target. In Newark, recent additional private car parking competition has been provided and this may account for this. In addition, previously, the Council managed the Castle Station car park and shared the income with the train operator but this agreement has now ended.

5.0 Cashless Parking

- 5.1 At present, all Council car parking in Newark is on a pay and display ticket basis and no cashless systems are offered. A renewal and upgrading of the ticket machines is programmed for 2017 when customers will be able to pay for their parking by card or contactless payment as well as cash.
- 5.2 To provide a better offer and visitor experience to our car park users and to support the Council's aim to reduce cash handling, Members have previously agreed to offer a cashless mobile phone parking option at Council car parks. Following extensive discussions with Nottinghamshire County Council and cashless parking system providers, a proposal has been compiled for rolling out cashless parking in Newark car parks whereby car park users will be able to pay for a virtual ticket by mobile phone and text.
- 5.2 In addition to initial purchase of the parking, drivers can also extend their stays again by phone or text. Experience has shown elsewhere in the UK that this can encourage visitors to stay longer in town centres. Cashless parking is now offered by many parking providers across the UK but the customer only has to register with the provider once to enable immediate use of the cashless facility at any of the car parks operating that provider's system.
- 5.3 The enforcement of cashless parking will be integrated into the current enforcement arrangements under the partnership agreement with Nottinghamshire County Council and their contract with the enforcement contractor who will be able to access the cashless transaction data when visiting the Council car parks to identify the vehicles that have purchased cashless parking and for what duration. Experiences at other towns with cashless parking suggest that cashless parking uptake for the first two years is likely to account for between 5 and 10% of total parking income. Given the increasing number of visitors experiencing longer stays in Newark, this figure may in time be higher.
- 5.4 The proposal has been awaiting final procurement process but this is now possible and it is programmed for cashless parking to be available in Newark, following promotion and advertising, on September 1st 2016.

6.0 Amendments to Parking Arrangements

- 6.1 Given the high profile and importance of parking, especially in Newark town centre, it is important to amend parking arrangements from time to time to reflect changing needs and priorities etc. The following are therefore considered necessary.
- 6.2 Currently there are some 66 season tickets used in Newark Car Parks and some 20 contract parking bays. Given the demand for competitively priced season tickets for employees in the town, it is suggested that a 5 day (Monday- Friday) season ticket be made available on request for Riverside Car park only. The cost of a full 7 day season ticket currently is £450 for Riverside Car park and thus pro rata, it is suggested the 5 day ticket be available at £350.

- 6.3 Motor cyclists currently can enjoy free use of a car parking bay for an unlimited period. Given the demand for car parking and potential impact on incomes and bay availability, it is suggested that free dedicated motor cycle areas be provided at the Wharfe, London Road and Riverside car parks with a prohibition of parking in general bays.
- 6.4 A recent motion to Council expressed concern regarding the effectiveness of the Newark market Place bollard system in preventing unauthorised access and parking in the Market Place. It is suggested urgent discussions be held by the Council with Newark Town Council, the Police and Nottinghamshire County Council to identify, if possible, an effective solution to the current problem.
- 6.5 A residents parking scheme has been introduced for Pelham street, Newark and adjoining areas by Nottinghamshire County Council offering residents an annual on street parking permit for £25 pa. The Council historically for reasons that are unclear, has offered some resident properties on Pelham Street a free annual season ticket for parking in a 12 bay car park off Pelham Street. The scheme has been subject to some abuse and the control of permits related to properties is difficult to manage. Given the availability of the residents scheme and the increasing demand for employee car parking in Newark, it has been suggested that the car park be changed to a contract scheme open to anyone for a payment of £500 per year. Notice has been given to the residents that consideration is being given to closure of this facility as a residents car park and offering it for contract parking but feedback to date would suggest that residents are opposed to such change.

6.0 Equalities Implications

- 6.1 Motorcyclists at the moment have free use of general parking bays whereas car drivers including disabled drivers have to pay the normal tariff when using such, when their dedicated bays are taken. The proposal would remove that possible inequality.
- 6.2 Currently, employees working in Newark, having to park Monday to Friday to attend their place of employment have to pay for a seven day season ticket. The provision of a 5 day offer would remove this potential inequality.

7.0 Impact on Budget/Policy Framework

- 7.1 It is suggested that if 50% of the current Riverside Car park season ticket holders take up the 5 day offer there will be a reduction in income of £2000 pa. However the availability of the 5 day offer may attract additional use of the Riverside car park which on most days of the week other than Wednesdays and Saturday is underused.
- 7.2 If the Pelham Street facility is changed to contract parking, a 50% take up would result in additional £6,000 income.
- 7.3 Cashless car parking fees will include transaction and text charges by the system provider borne by the customer and payable to the provider. Set up, signage and promotion of the cashless parking is undertaken by the system provider with no cost to the Council. The provider will charge for any annual tariff changes, (£700 pa) and the additional rental of 4 additional mobile phones for the Civil Enforcement Officers to access data on the cashless parking, whilst on their patrols, will be £800 pa. To cover bank transaction costs, the supplier shall charge the Council a 3% fee on all cashless income received. Based on first

year suggested cashless parking take up, accounting for 5% of the budget income being £38,600; this will cost £1,150 per year thus total additional costs will be £2,650 pa. This may be offset by increased usage of car parks with longer stays and persons preferring cashless parking.

8.0 Financial Comments

- 8.1 It is considered important to offer alternative methods of payment to customers. Customers will pay a slightly increased charge for the convenience of cashless parking, but there will be no loss of income to the Council.
- 8.2 The extra costs can be absorbed within the car park revenue budget. If take-up increases above the 5% estimated, costs will increase accordingly. It would be prudent to review usage and the associated costs regularly.
- 8.3 It should be noted that all of the income figures quoted in the report, include amounts currently achieved from the Mount Street car park.

9.0 Comments of Director(s)

- 9.1 This report provides Members with a detailed update of the performance of the Councils car parks and information regarding the current status of car parking, particularly in Newark. The past year has seen some car park income/capacity disappear as detailed in the report and the popular Mount Street car park will no longer be available in the near future when it is developed by the site owners.
- 9.2 The report also identifies a range of improvements, enhancements and amendments to the car parks service which will ensure that the service continues to provide a quality and up to date service to customers.

9.0 RECOMMENDATIONS that:

- (a) a 5 day (Monday - Friday) annual season ticket be made available on request for Riverside Car Park only for a fee of £350 pa;**
- (b) free dedicated motor cycle areas be provided at the Wharfe, London Road, Riverside and Appletongate Car Parks with a prohibition of motor cycle parking in general bays;**
- (c) urgent discussions be held by the Council with Newark Town Council, the Police and Nottinghamshire County Council to identify an effective solution to the current problem associated with authorised access into the Market Place area;**
- (d) subject to further consultation with Nottinghamshire County Council to determine whether sufficient on street parking is available for Pelham Street residents the Council 12 bay car park there be changed and offered for contract parking only; and**
- (e) cashless parking is introduced in all Council car parks in Newark.**

Reason for Recommendations

To amend and improve the Council's car parking offer.

Background Papers

Nil

For further information please contact Ian Harrison on Ext 5720

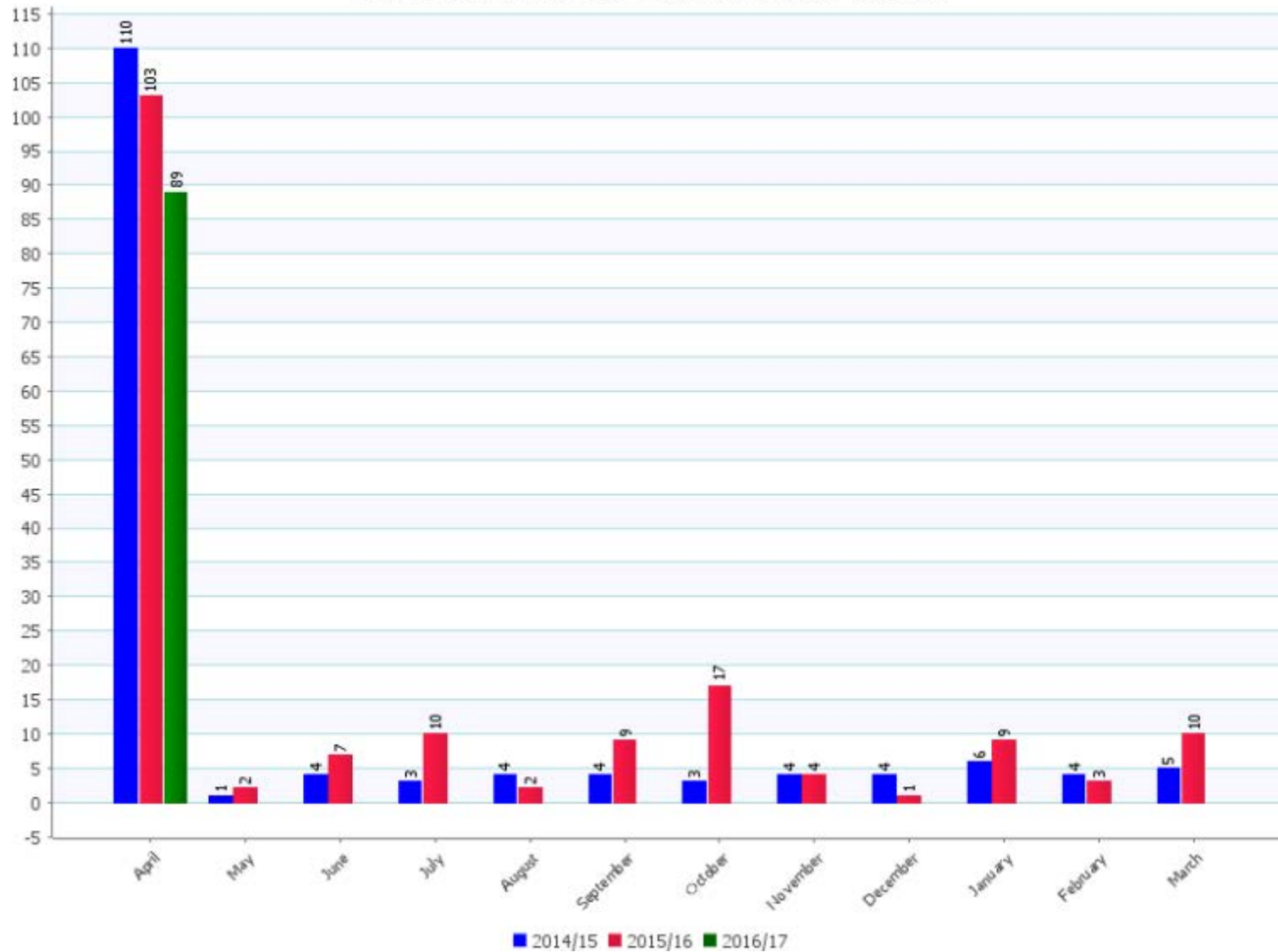
Andy Statham
Director - Community

Car Park - Graph Report

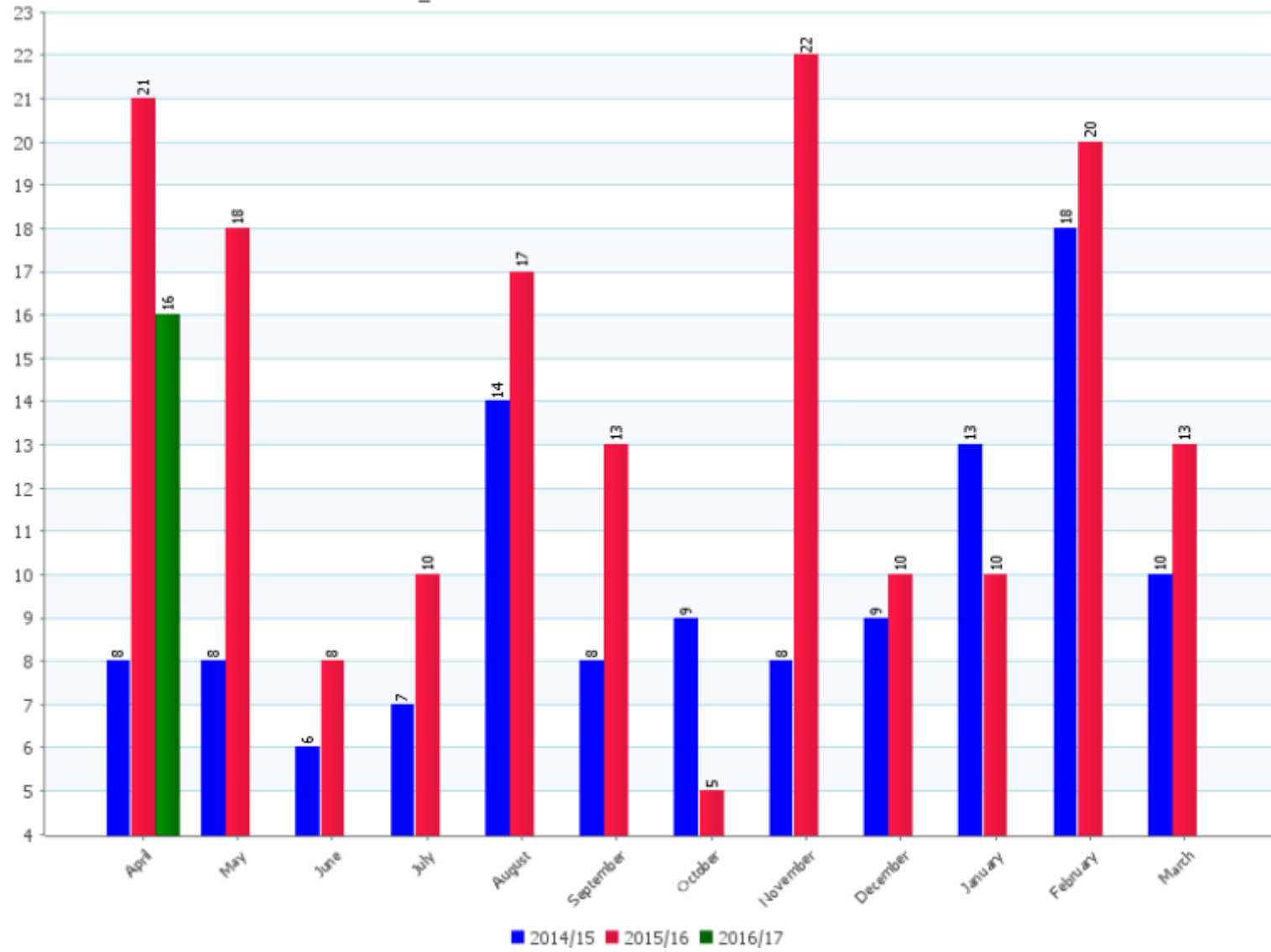
Generated on: 01 June 2016



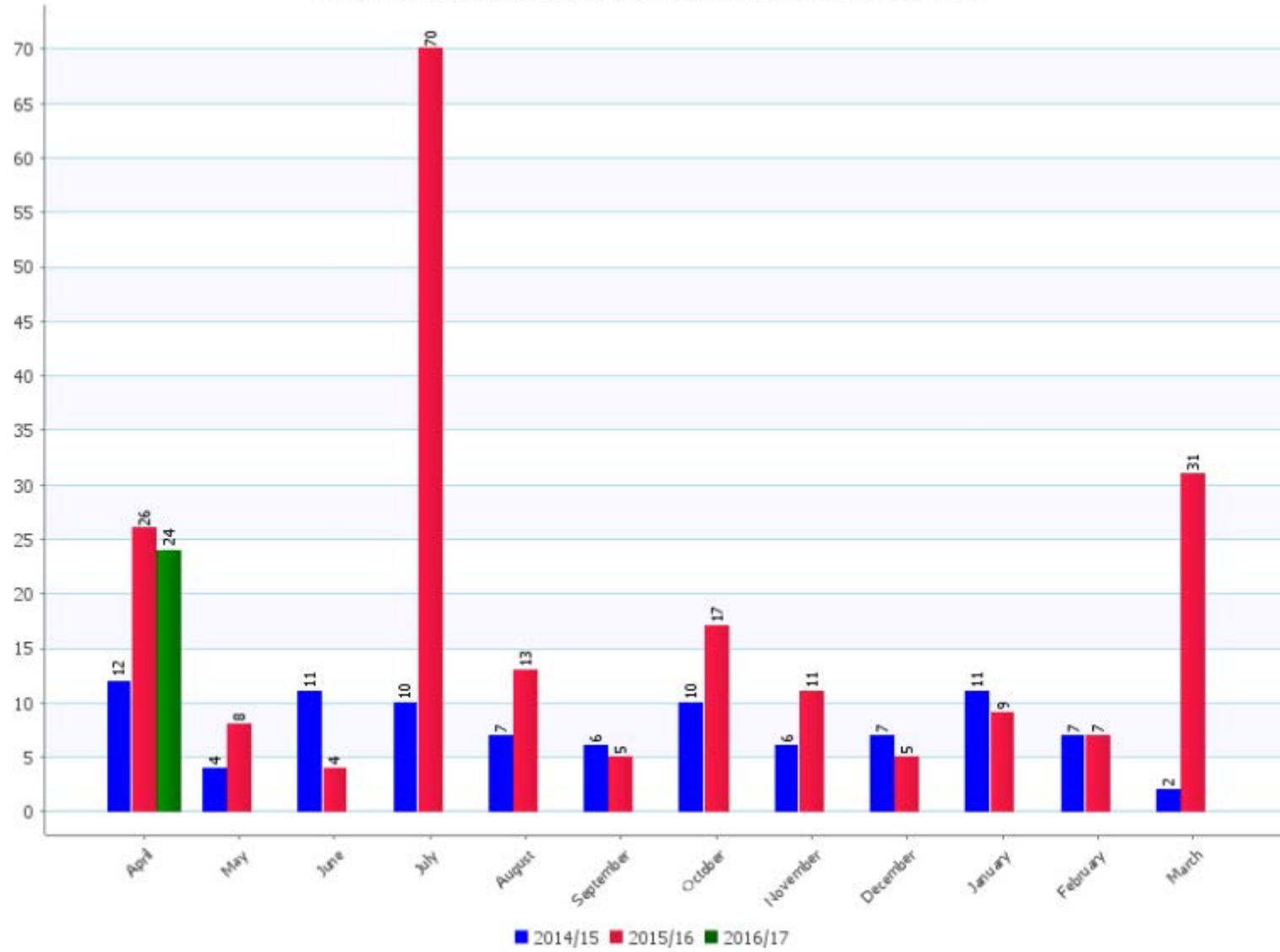
CP&MKT_LI01 No. of Car Park Season Tickets Issued - Contracts



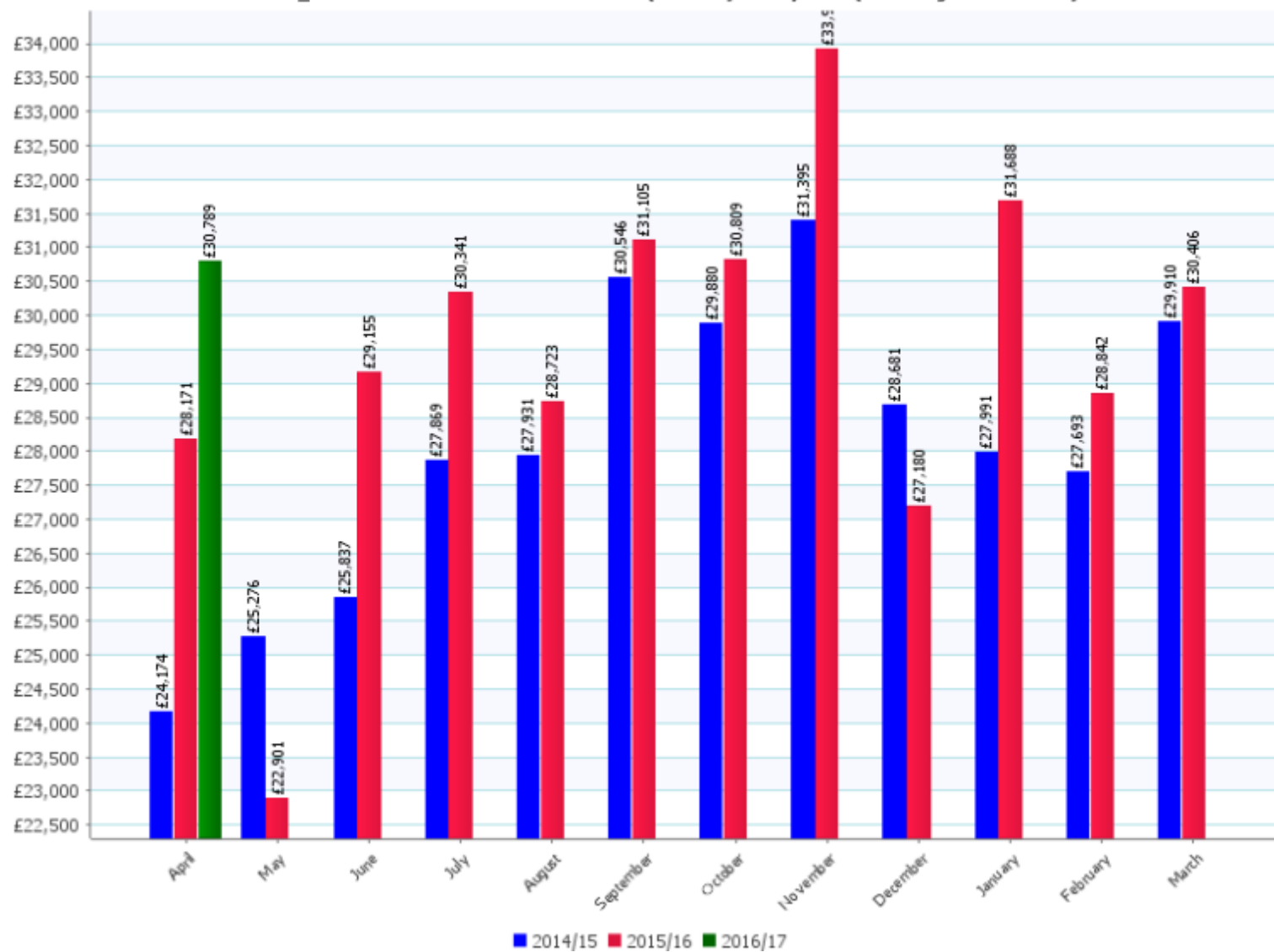
CP&MKT_LI03 No. of Car Park Season Tickets Issued - London Road



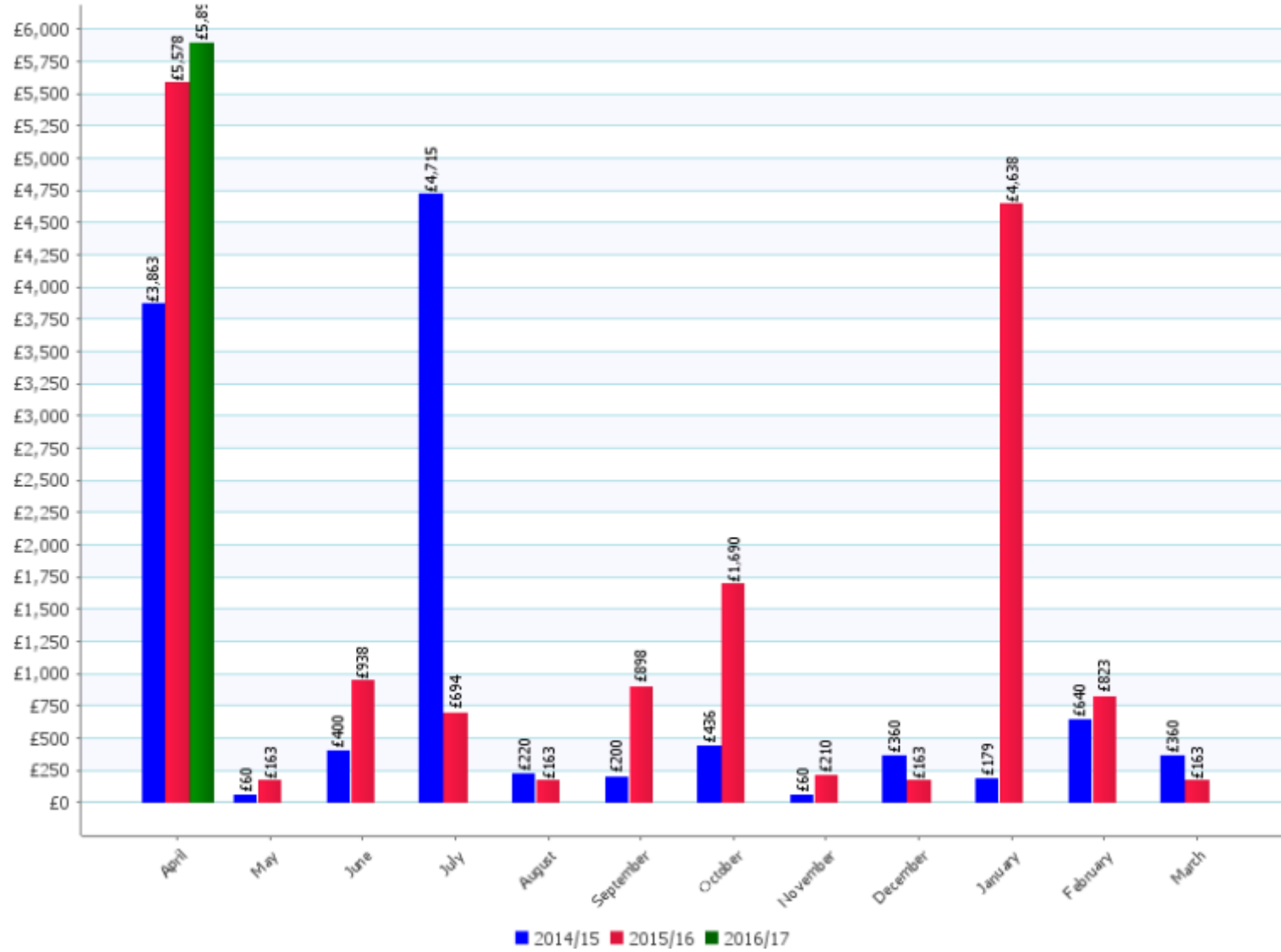
CP&MKT_LI04 No. of Car Park Season Tickets Issued - North of the River



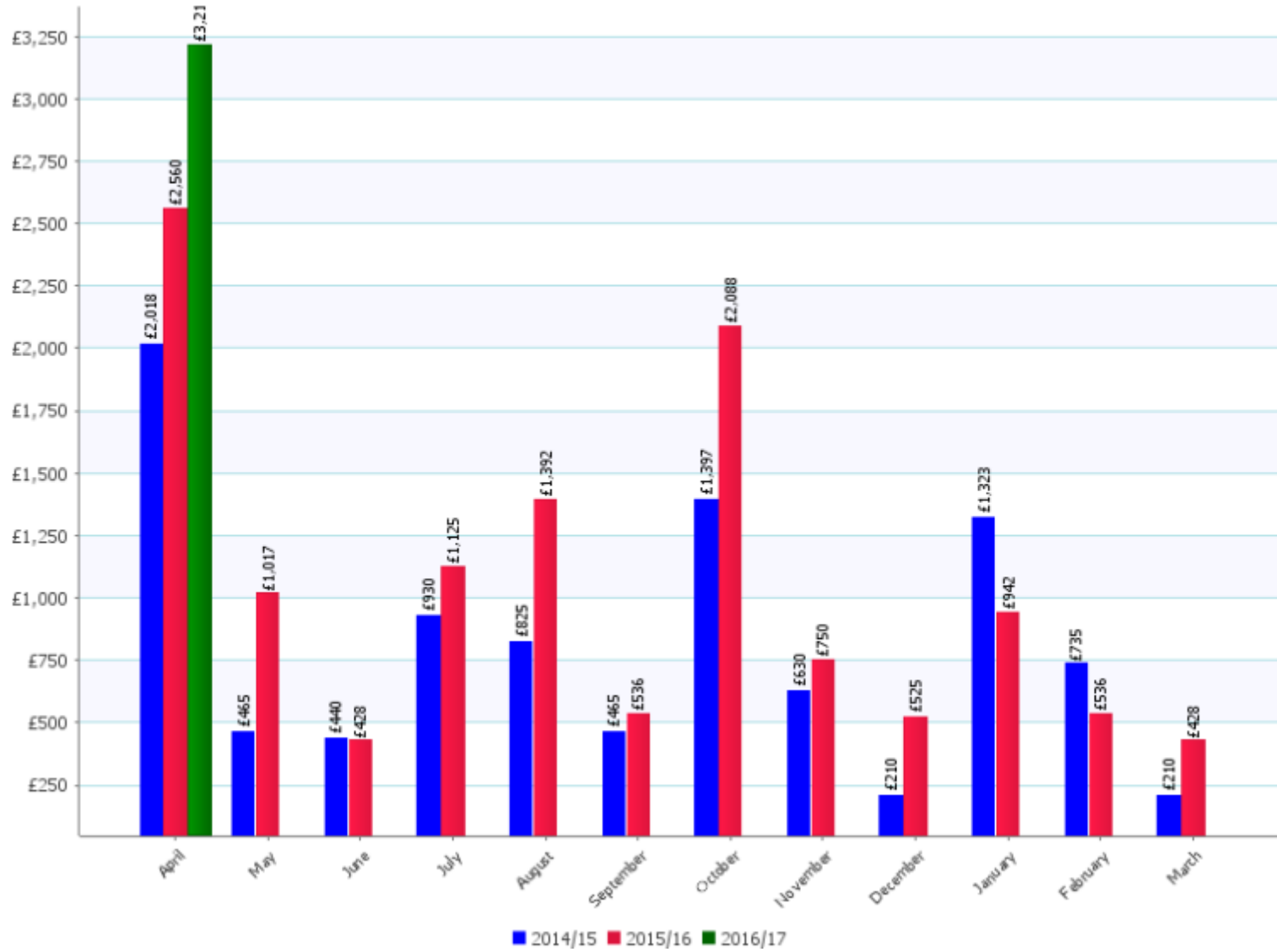
CP&MKT_LI06 Value of Car Park ticket income (inc. VAT) - Lorry Park (Including SNAP income)



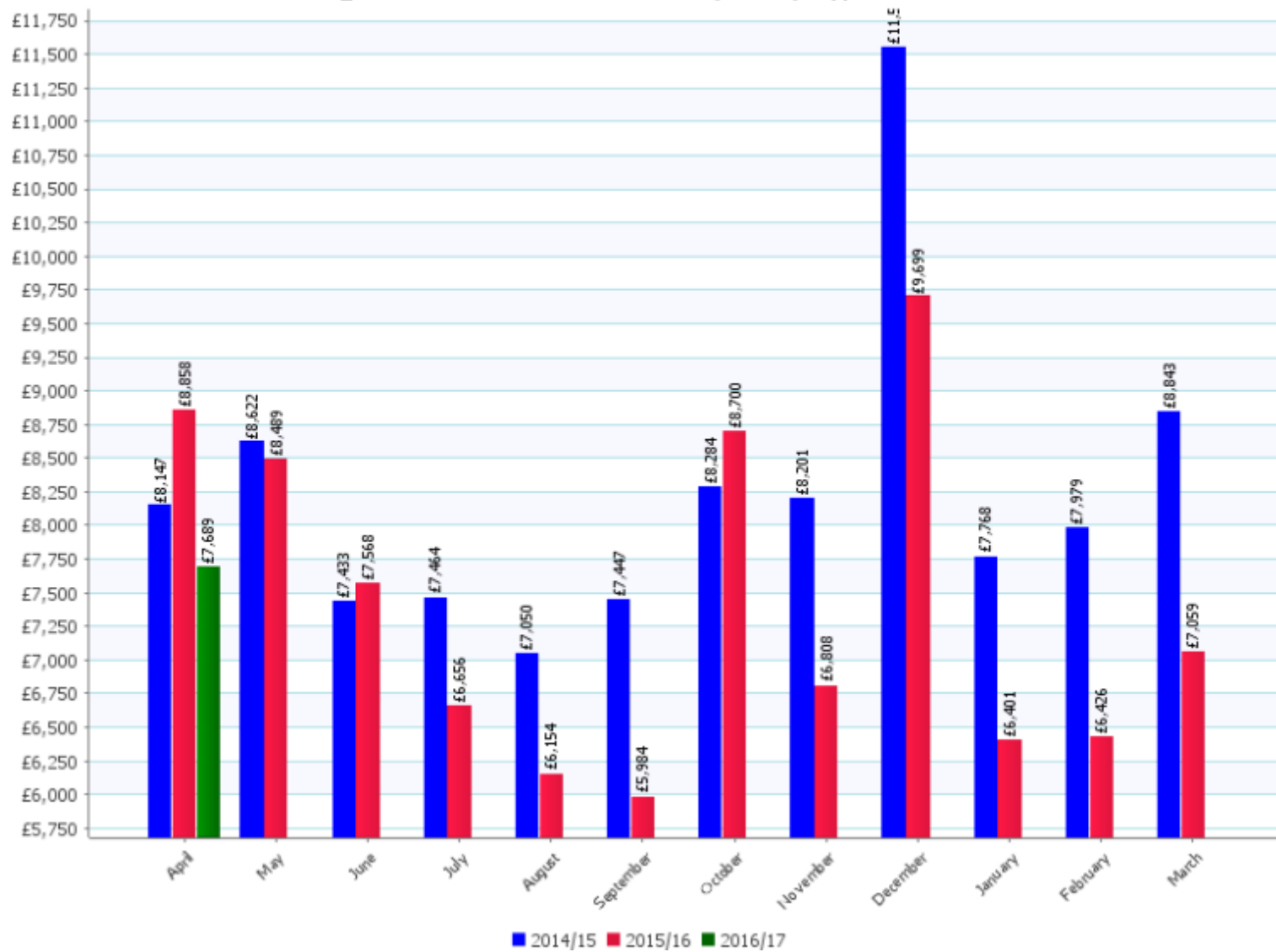
CP&MKT_LI07 Value of Car Park Income (inc. VAT) - Contracts



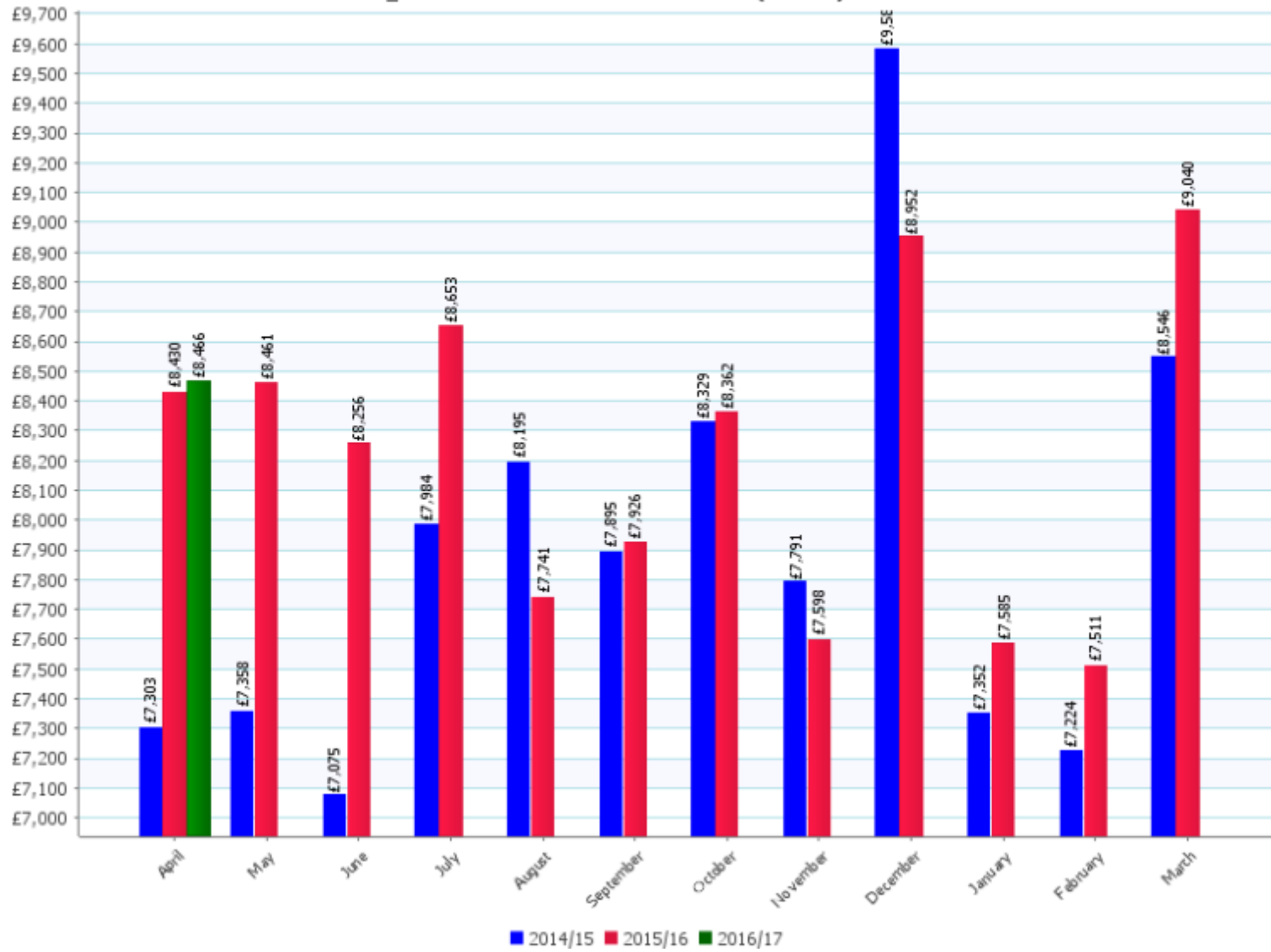
CP&MKT_LI10 Value of Car Park Income (inc. VAT) - Season Tickets - North of the River



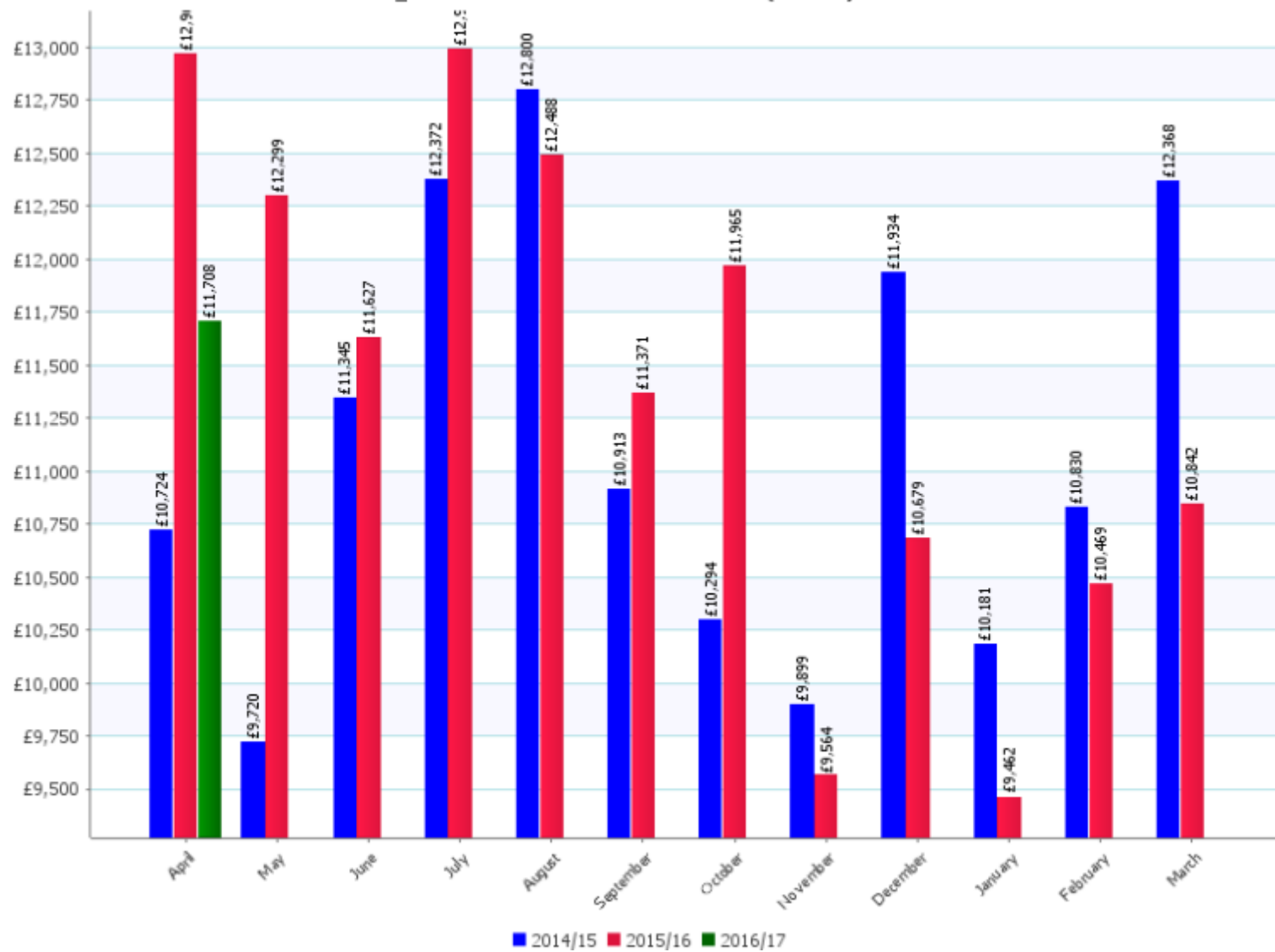
CP&MKT_MI05.1 Value of Car Park ticket income (inc. VAT) - Appleton Gate Car Park



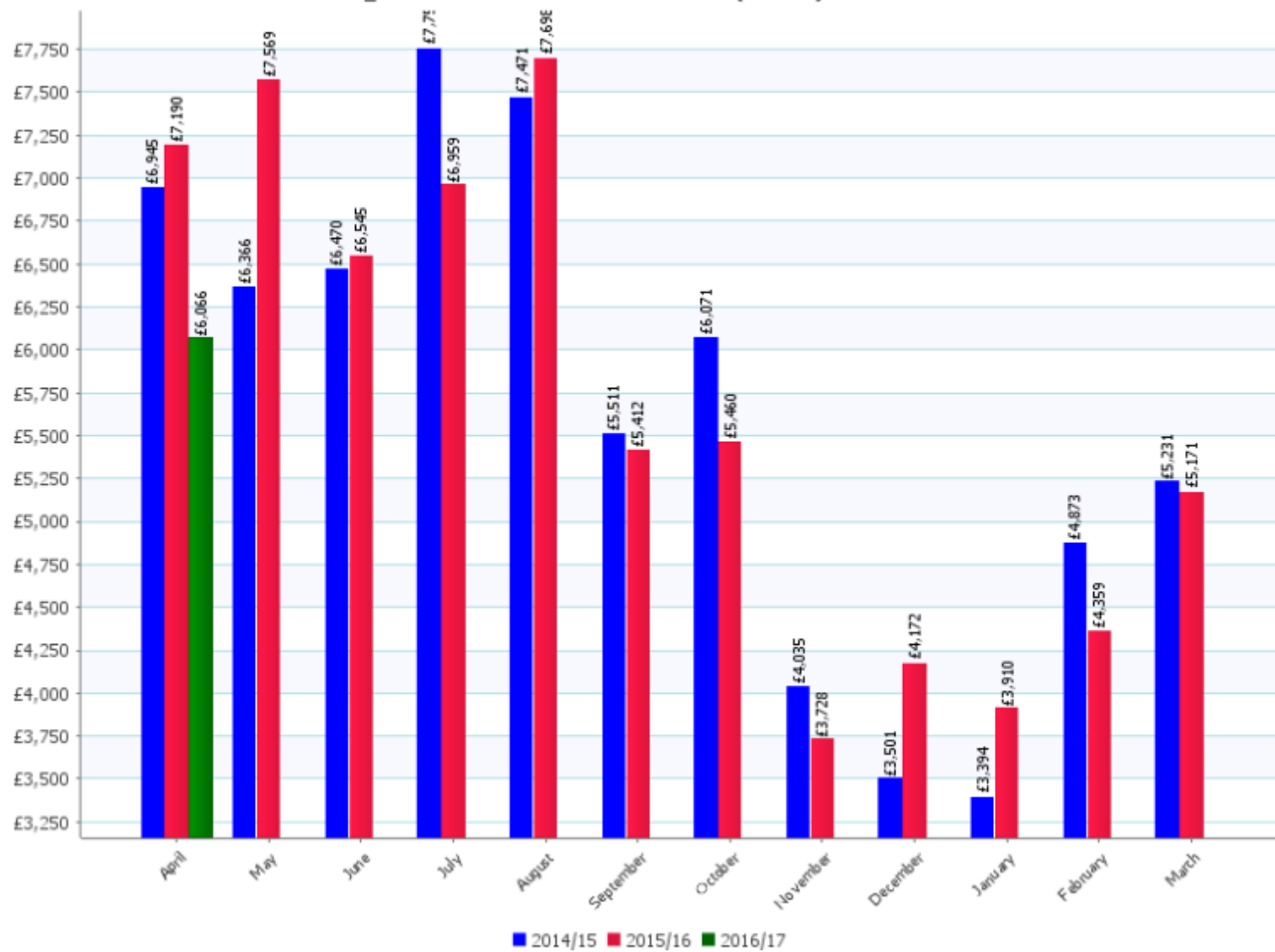
CP&MKT_MI05.2 Value of Car Park ticket income (inc. VAT) - Mount Street



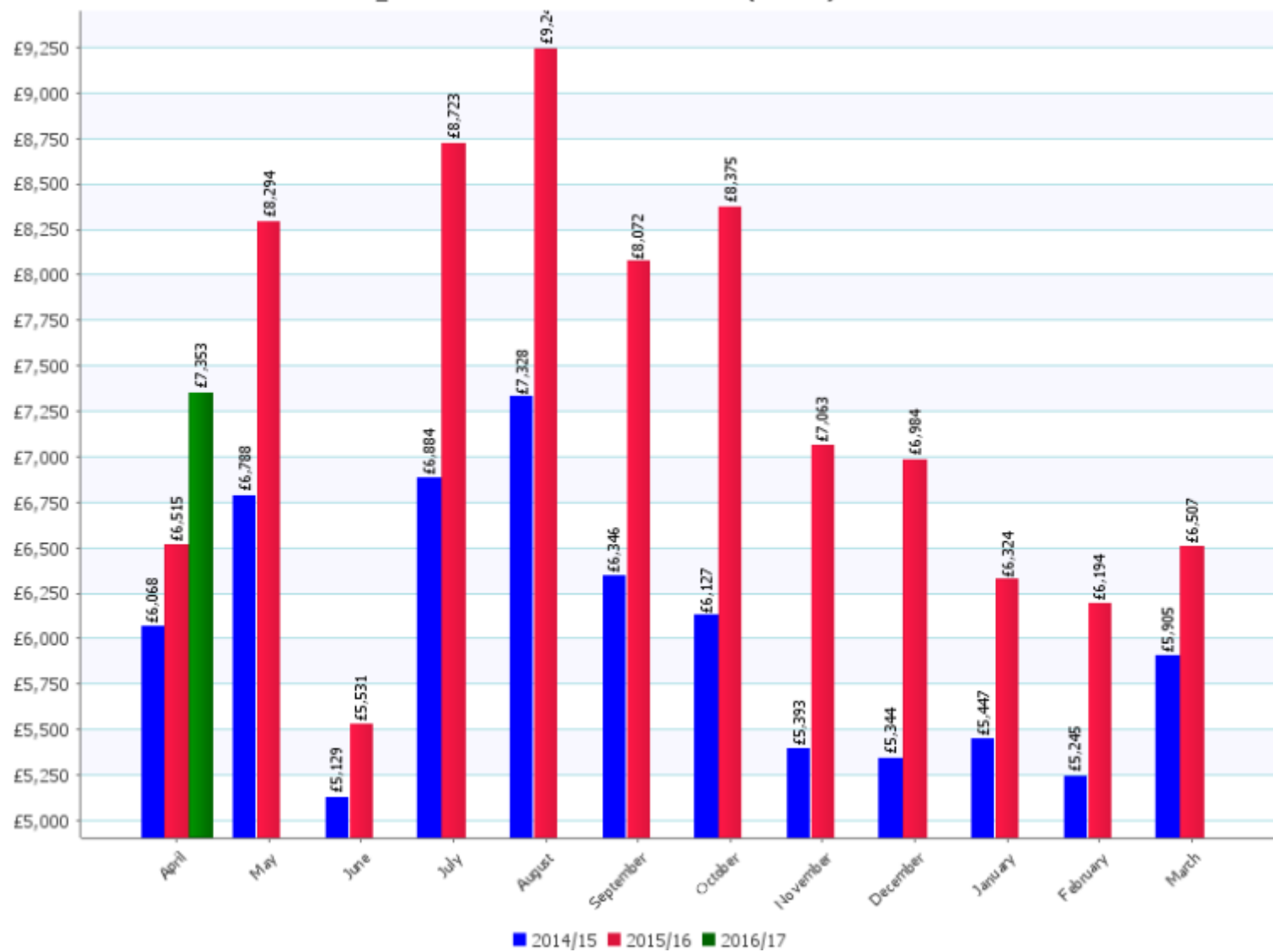
CP&MKT_MI05.3 Value of Car Park ticket income (inc. VAT) - Town Wharf



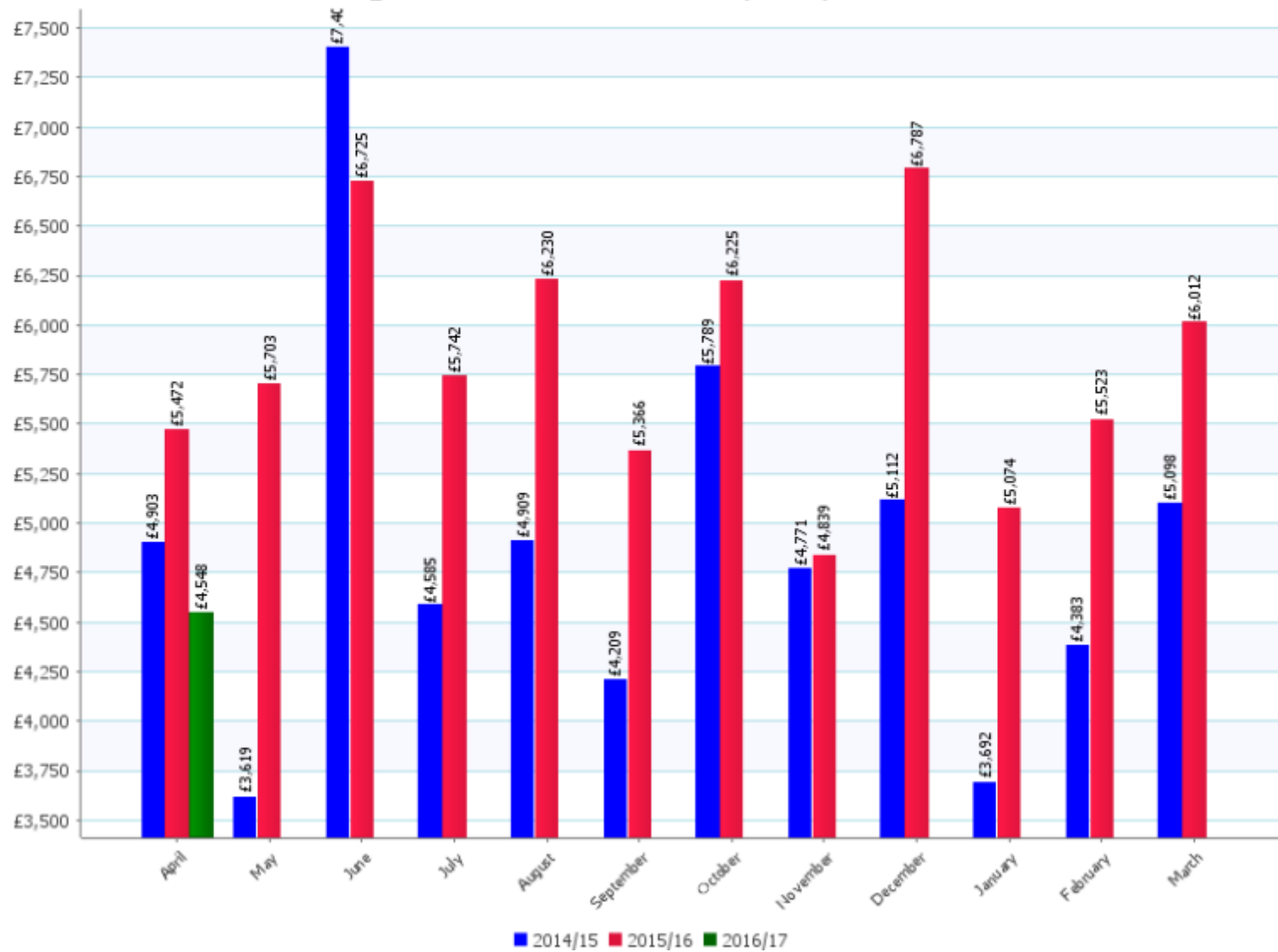
CP&MKT_MI05.4 Value of Car Park ticket income (inc. VAT) - Riverside Car Park



CP&MKT_MI05.5 Value of Car Park ticket income (inc. VAT) - Riverside Arena



CP&MKT_MI05.6 Value of Car Park ticket income (inc. VAT) - Livestock Market



CP&MKT_MI05.7 Value of Car Park ticket income (inc. VAT) - London Road

