

Report of Parking Manager

Report to Chief Officer (Highways and Transportation)

Date: 05 June 2018

Subject: Parking Price Review

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Hunslet & Riverside , Little London & Woodhouse	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for Call-In?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Summary of main issues

1. The Council is seeking to introduce an experimental Traffic Regulation Order (TRO) in order to consider the most suitable payment methods for pay parking in the future in the context of increasing criminal damage to pay machines and the availability of new technology.
2. It is recommended that during the experimental period relating to the TRO a number of areas as identified within the report will rely solely on the Parkmobile pay by phone system and there will be no cash option available to customers.
3. The use of Parkmobile necessitates a 25p convenience fee, accordingly the parking tariffs are amended so that the advertised amount includes this fee and therefore reflects the actual price payable by the customer.

Recommendations

4. The Chief Officer (Highways and Transportation) is requested to:
 - i) note and approve the contents of this report;
 - ii) instruct the City Solicitor to advertise Notices in the press and on the relevant streets under the provisions of section 35C of the Road Traffic Regulation Act 1984 to vary the tariffs for on street parking as detailed in paragraph 3.

1 Purpose of this report

To seek authority to implement the aforementioned amendments to parking tariffs in Council operated parking spaces.

2 Background information

- 2.1 The decision to introduce an experimental order was taken by the Chief Officer (Highways and Transportation) on 23.3.18 (decision D47400 refers) and the Traffic Regulation Order is currently being prepared by the City Solicitor.
- 2.2 The Council's pay parking spaces are organised into 14 separate tariff zones. The experimental order will apply in 5 of these zones where the theft of machines has meant that Parkmobile is the only viable and available payment method. The customer has to pay 25p to use Parkmobile, this means that in practice the fee paid is 25p more than the advertised fee. These proposed changes therefore do not represent a rise in parking charges, but rather clarity and transparency on the price actually paid by the customer and will only apply in those zones with no pay machines present.
- 2.3 The Council has broad powers in its management of on and off street parking and may consider a number of factors when establishing charges for its street parking. As mentioned, the pay machines in the areas identified are subject to vandalism and criminal activity which results in significant cost to the Council in replacement and loss of revenue. Accordingly vandalism and its consequences, including costs, can be a relevant consideration in considering parking charges under Road Traffic Regulation Act 1984. The Council's discretion includes the method of payment, and this can include having payment only by mobile in some areas.

3 Main issues

- 3.1 The proposed tariff increases are in the 5 identified zones and detailed below. The Council will effect these changes through the Notice procedure provisions contained in section 35C and 46A of the Road Traffic Regulation Act 1984 to vary the tariffs for both on street and off street car parks respectively.
- 3.2 Leylands & Bowman Lane

Monday – Saturday					
	<u>2 hrs</u>	<u>4 hrs</u>	<u>6 hrs</u>	<u>8 hrs</u>	<u>10 hrs</u>
Current	£1.50	£2.00	£3.60	£4.80	£5.20
Proposed	£1.75	£2.25	£3.85	£5.00	£5.45

- 3.3 South Central & North Outer

Monday – Friday					
	<u>2 hrs</u>	<u>4 hrs</u>	<u>6 hrs</u>	<u>8 hrs</u>	<u>10 hrs</u>
Current	£1.10	£1.60	£3.00	£3.90	£4.90
Proposed	£1.35	£1.85	£3.25	£4.15	£5.15

Saturday					
	1 hr	2 hrs	3 hrs	5 hrs	10 hrs
Current	50p	£1.00	£1.50	£2.50	£3
Proposed	75p	£1.25	£1.75	£2.75	£3.25

3.4 South Outer

Monday - Saturday					
	2 hrs	4 hrs	6 hrs	8 hrs	10 hrs
Current	£1.00	£1.70	£2.20	£2.40	£2.60
Proposed	£1.25	£2.00	£2.45	£2.65	£2.85

3.5 North & West

Monday – Saturday					
	1 hr	2 hrs	5 hrs	Over 5 hrs	Evenings
Current	£1.70	£3.30	£4.30	£7.80	£3.00
Proposed	£2	£3.55	£4.55	£8.00	£3.25

Sundays			
	4 hrs	Over 4 hrs	Evenings
Previous	£2	£5	£3.00
Current	£2.25	£5.25	£3.25

4 Corporate Considerations

4.1 Consultation and Engagement

4.1.1 The Executive Member for Regeneration, Transport and Planning has been consulted on these proposals due to the circumstances in these 5 zones and is fully supportive of them.

4.2 Equality and Diversity / Cohesion and Integration

4.2.1 An Equality Screening Document was completed for report D 47400 and is applicable here. As mobile phone ownership is lower amongst older people there is a potential adverse impact when the Council withdraws the cash payment option and this will need to be monitored. However as the areas chosen are all long stay parking used predominantly by commuters it is expected that this impact will be minimal.

3 Council policies and City Priorities

4.3.1 The proposed changes will improve transparency for the customer and lead to reduction in vandalised and damaged machines. It will therefore contribute to the Best Council objective of providing a good and efficient transport infrastructure.

4.4 Resources and value for money

4.4.1 There is no impact expected as these charges are already effectively in place because currently in areas where the machines have been stolen the only payment method available is by mobile phone. An implication of the removal of payment choice is that the use of Parkmobile necessitates a 25p convenience fee for the

card transactions. This will be collected by Parkmobile. It is not, however, a card fee. It is a service charge for the use of Parkmobile. It attracts VAT on this basis. (See the Consumer Rights (Payment Surcharges) Regulations). The parking charge will be increased by this 25p. This entails statutory notices.

4.5 Legal Implications, Access to Information and Call In

- 4.5.1 The Council has powers which are broad in relation to the level of charges it implements in accordance with s35 and 46 of the Road Traffic Regulation Act 1984. In exercising those powers it must consider material factors relating to the method of charging. Vandalism and its consequences which include costs consequence from replacement of pay machines and repair as set out in this report are relevant for the locations identified where Parkmobile will operate exclusively. The Council may reasonably in exercise of its powers under the above Act, vary the costs and operate on an experimental basis in order to pass on the fee for use of Parkmobile.

The decision to increase the daily charge is an Administrative Decision that can be made by the Chief Officer under the Scheme of Delegation; the decision is not subject to Call In.

As the TRO will be implemented on an experimental basis a further report will be presented to set out how the changes in parking arrangements and charges have operated at the end of the experimental period. .

4.6 Risk Management

- 4.6.1 The main risk is introducing a price regime that is uncompetitive and leads to lower occupancy, representing poor use of the parking asset and increased congestion. However the price changes are small and already in place.

5 Conclusions

- 5.1 The price changes indicated will mean that the advertised prices reflect the true cost of parking and will therefore improve transparency for the customer as well as reduce vandalism.

6 Recommendations

- 6.1 The Chief Officer (Highways and Transportation) is requested to:

- i) note and approve the contents of this report;
- ii) instruct the City Solicitor to advertise Notices in the press and on the relevant streets under the provisions of section 35C of the Road Traffic Regulation Act 1984 to vary the tariffs for on street parking as detailed in paragraph 3.

7. Background documents¹

- 7.1 Pay by phone experimental TRO report & Equality Impact Statement (ref D47400).

¹ The background documents listed in this section are available to download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.