
CAR PARKING IN ELY

To: Scrutiny Committee

Date: 27th November 2012

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[M172]

1.0 ISSUE

1.1 To consider a joint proposal from the City of Ely Council and District Council for car parking in Ely.

2.0 RECOMMENDATIONS

2.1 Members are requested to consider and comment on the car parking proposal set out in Paragraph 4.1 and make recommendations to the Development and Transport Committee on the 3rd December 2012.

3.0 BACKGROUND/OPTIONS

3.1 The Environment and Transport Sub Committee on 3 March 2012 considered a proposal for car parking. The Committee resolved that 'in recognition of the public petition presented to Council and the further comments made to the Sub-Committee, consideration of the recommendations in section 2.1 of the report be deferred subject to a further review of on-street and off-street enforcement options specifically in consultation with the City of Ely Council and Cambridgeshire County Council'.

3.2 On the basis of this resolution, the District Council has consulted with each organisation, and this has facilitated a joint proposal with the City of Ely Council (agreed at their Council meeting on 20th August 2012) based on the principle that proposals for car parking charging should be specifically designed to meet the costs of the service, provide an element of free parking and a guarantee on the use of excess income.

3.3 In developing these shared principles, consideration was given to the concerns raised during the previous consultation:

- The Ely Traders Association and their petitioners were very concerned that the introduction of car parking charges will have a significant impact on the vitality of the town centre within the current economic climate;
- The adverse impact on local, low paid workers using long stay car parks on a daily basis, particularly those who do not have access to other alternative transport;

- Transparency of the income raised from car parking charges and the investment of any surplus into supporting the town centre economy, reviewing the level of charges and increasing car parking capacity;
- Short-term off and on street free parking to facilitate and encourage higher turnover rates of parking acts and reduce the impact of parking charges on city centre businesses;
- A simple pay and display charging mechanism;
- The issue of displacement of vehicles arising from the introduction of charges.

3.4 Recognition was also given to the anticipated growth of 20% in the number of cars parking in the city by 2026, which required a future car parking strategy that will encourage a higher turnover of car parking acts whilst looking at investment in the number of car parking spaces and sustainable transport solutions over the medium term.

3.5 A revised proposal would be required to achieve a balanced budget for the Council through its Medium Term Financial Strategy and the need to more fairly reduce the cost of the provision of off-street car parking on those communities who generally do not use the service.

4.0 PROPOSAL

4.1 The joint proposal with the City Of Ely Council recommends:

(i) A daily charging policy of:

Short Stay	1 hour	Free
	2 hours	70p
	3 hours	£1
	4 hours	£1.50
Long Stay (excluding Angel Drove)	All Day	£2.50
	Weekly Ticket	£5
Evening (6pm-8am)	Free parking on all car parks (excluding Angel Drove)	
Angel Drove	Retention of existing charges on a daily basis.	

(ii) A guarantee that any excess income above a 'break even' on the 2012/13 budget (subject to annual review) would be reinvested/reassigned to the following:-

- projects to benefit Ely Centre (20% of any excess income)
- consider any proposals to reduce the cost of car parking charges
- increasing car park capacity in the City

- investment in on and off street car parking enforcement
- (iii) the above guarantee would be overseen by a joint East Cambridgeshire and City of Ely Joint Committee (to be established based on equal representation) on an 'open book' accounting basis;
- (iv) changes to the current long stay/short stay provision, specifically:-
 - Newnham Street (short stay only)
 - Forehill (reintroduction of 171 long stay spaces)

Note: This results in a net increase of 125 long stay spaces (offset by a reduction in short stay provision);
- (v) A guarantee of no increase in car parking charges for the full term of both Councils ie. May 2015.

4.2 The one hour free of charge short stay car parking is a mechanism widely used by town centres to sustain patronage of the town centre and to encourage a greater turnover car parking acts to provide better opportunities for people to park. A survey of car parks undertaken by independent consultants, RTA Associates, in 2009 and supported by recent occupancy data, would suggest that over 2000 parking acts of less than one hour are made daily across Ely's short stay car parks.

4.3 The current car parking restriction placed on long stay car parks between 8:00am and 8.30am Monday to Saturday will be retained (any vehicle parking within this period will have a maximum car parking stay of 90 minutes and no return within 2 hrs). Long stay weekly tickets are valid for a maximum of 7 days with the exception of 8:00am and 8.30am between Monday to Saturday. The Business Permit Scheme will be retained and these permit holders will have the opportunity to purchase a combined ticket including full year parking based on the weekly ticket rate.

4.4 Based on occupancy data, this revised proposal addresses the proportionality of short and long stay car parking spaces. Two thirds of all parking spaces are short stay and whilst long stay car parks are generally full, the short stay car parks achieve an average occupancy of 70%. The reconfiguration of the distribution of car parking will provide additional long stay car parking that will benefit the town centre worker and the tourist.

4.5 A commitment from the County Council has been received to review Civil Parking Enforcement in the next financial year (2013/14). This deferment will allow each Council to make an informed decision based on accurate usage and financial data arising from the early implementation of the off-street charging regime.

5.0 PROCESS

5.1 The Development and Transport Committee on 3rd December 2012 will receive this draft proposal and will be asked to approve a Draft Car Parking Order and programme of Consultation. The timetable assumes final approval of the Car Parking Order on 20th March 2012 and an implementation date of 1 July 2012.

6.0 FINANCIAL IMPLICATIONS

- 6.1 The current cost (net) of the service is detailed in the Council's budget 2012/13 (as approved – ref:p.17) is £193,185.
- 6.2 The financial implications of the draft proposals detailed in para. 4.1 are summarised in Appendix 2 including the new costs for cash collections and machine maintenance. The budget indicates that a breakeven point for the service for 2013/14 is estimated at £314,000. It is estimated that the proposal would deliver a £4,815 deficit.
- 6.3 If these proposals are agreed, the budget projections would fall short of the income assumptions within the Mid Term Financial Strategy by approximately £90,000. The Head of Finance will report these implications to the Finance and Governance Committee as part of the budget setting process for 2013/14.
- 6.4 The capital improvements required to implement this scheme include the purchase of 20 ticket machines, new signage at all car parks and minor modifications to the car parking layout. Subject to procurement, the total cost of these works will not exceed £130,000 and can be funded from S106 receipts identified for car parking management.
- 6.5 An Equality Impact Assessment (INRA) will be provided following consultation on the proposal.

7.0 APPENDICES

- 7.1 Appendix 1 - Draft Budget Proposal

<u>Background Documents</u>	<u>Location</u>	<u>Contact Officer</u>
	The Grange, Ely	Daren Dixon Head of Community Services (01353) 665555 E-mail: darren.dixon@eastcambs.gov.uk

Appendix 1 - Draft Budget based on Car Parking Proposal

Cost (Budgets PV001/003)	Account (T)	2013/14	
Parking Of Vehicles	Basic Salary	123,000	1
Parking Of Vehicles	Casual Staff	3,620	
Parking Of Vehicles	Premises Asset Management	40,000	
Parking Of Vehicles	Electricity	4,935	2
Parking Of Vehicles	Leases	3,277	
Parking Of Vehicles	General Rates	105,000	
Parking Of Vehicles	Sewerage Charge	195	
Parking Of Vehicles	Grounds Materials	3,414	
Parking Of Vehicles	Street Signs	300	
Parking Of Vehicles	Grounds Contract Work	7,348	
Parking Of Vehicles	Street Lamps	3,589	
Parking Of Vehicles	Insurance - Other Indemnities	2,200	
Parking Of Vehicles	Equipment - Purchases	2,500	
Parking Of Vehicles	Equipment - Repairs	2,620	
Parking Of Vehicles	Equipment - Maint. Agreements	6,300	3
Parking Of Vehicles	Protective Clothing	800	
Parking Of Vehicles	Printing & Stationery	2,100	
Parking Of Vehicles	Courier Service	30,000	4
Parking Of Vehicles	Inquiries	1,305	
Parking Of Vehicles	Mobile Phones	420	
Parking Of Vehicles	Adverts Other Than Staff	2,070	
Parking Of Vehicles	Subscriptions-General	1,050	
Parking Of Vehicles	Contracted Services	4,000	5
Parking Of Vehicles	Finance	11,500	6
Parking Of Vehicles	Personnel	1,028	
Parking Of Vehicles	Payroll	2,138	
Parking Of Vehicles	Legal	8,179	
Parking Of Vehicles	Customer Services	1,875	
Parking Of Vehicles	Reprographics	882	
Parking Of Vehicles	Office Accommodation	3,797	
Parking Of Vehicles	General Gang	5,814	
Parking Of Vehicles	Parks & Gardens	28,207	
Parking Of Vehicles	DMS	152	
Parking Of Vehicles	Depreciation-Premises	20,233	
Parking Of Vehicles	Fees & Charges	-367,533	7
Parking Of Vehicles	Excess Parking Charges	-55,000	8
Parking Of Vehicles	Car Park Permits	-6,500	
		4,815	
	Net Expenditure	4,815	
	Less 2011/12 Budget	193,185	
	Contribution to budget	188,370	

Assumptions

- 1 Salaries include Supervisor taking operational responsibilities for car park and 3 f/t Town Ranger positions
- 2 Assumed increase of 5%
- 3 Maintenance costs of all Machines - estimated at 18 x £350 per machine
- 4 Estimated cash collection of machines - increased due to no economy of scale savings with on street
- 5 DVLA Licensing IT System costs
- 6 Finance Recharge increase
- 7 Income from all car parks
- 8 PCN income - 10% increase from enhanced enforcement