

Delegated Decision Making Form

REF NO  
0918

Decision Type

✓	Portfolio Holder		Ward Councillor		Officer
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Department

Development

Subject

Pay by Phone Parking Zone Tariffs


Decision

This is not a key decision because it does not result in the Council incurring expenditure or making income or savings of more than £1 million revenue or capital, taking into account the overall impact of the decision, and does not significantly affect communities in 2 or more wards

Subject to call-in: Yes

Total value of decision: £15,000

Capital or Revenue: Revenue

Rec'd  
30/07/2013.  
12 noon.  


Decision taken

1. Parking zone 4 to be set at £2.00 for a full day's parking (or part thereof). This to include the 20p pay by phone charge, with the incumbent supplier of this service at the moment.
2. Parking zone 5 to be set at £1.50 for a full day's parking (or part thereof). This to include the 20p pay by phone charge, with the incumbent supplier of this service at the moment.
3. Income, if any, resulting from the introduction of these additional tariff zones, is used in accordance with section 55 of the Road Traffic Regulation Act 1984, Section 55 (financial provisions, relating to designation orders), to fund further schemes to address parking issues within the neighbourhoods, caused by the displacement of parking and to support the administration and processes that support these schemes.

Options Considered

(a) Do nothing:

There are continued problems in the local neighbourhoods, caused by displaced parking from surrounding businesses. This is having an adverse impact on the servicing of these areas and affecting the residents' ability to access their properties and to park within a reasonable distance. To do nothing would not address this conflict and therefore **this option is not favoured.**

b) Take action:

To make Traffic Orders under the Road Traffic Regulation Act 1984, to both manage parking and to levy a charge would allow for an appropriately managed parking environment in the neighbourhoods outside the City Centre. **This is the preferred option.**

## Reasons for Decision(s)

There are an increasing number of concerns about the problems associated with displaced parking throughout the local neighbourhoods. The parking itself is associated with commuters who are unwilling or unable to park off street. Many are using the highway as a cheaper alternative to paying the cost of managed parking schemes implemented by employers in their car parks. Local citizens and businesses are increasingly frustrated at the effect of this parking on their area and are asking the Local Councillors to address this issue.

To improve the environment for the local citizens and to ensure that residents access to the parking spaces is preserved and in some cases enhanced by discouraging this commuter parking, it is possible to manage the parking through the introduction of designated parking spaces. The parking areas can be designated for a mix of uses:

Those that pay – either via the phone or through a machine;  
Permit Holders – residents, businesses and/or students;  
Card Holders – those that pay for long term parking;  
Limited Waiting – where parking is restricted to a couple of hours or so.

The introduction of such bays within the City Centre has been successful in managing this type of parking and this success can be brought into the neighbourhoods by the introduction of these mixed parking bays. However, the tariff levels for areas outside the City Centre have not been set though the Zones currently exist as introduced by the legal order Nottingham City Council (City Centre Area, Nottingham) (Controlled Parking Zone Review, Extension to Evening and Sunday Parking Restrictions and Provisions including Tariffs) Traffic Regulation Order 2011 (TMP 6915) but with no charge.

The inclusion of the 20p pay by phone charge within the parking fee, rather than as an addition to the fee, enables the City Council to provide a clearer price to the customer.

The locations of the zones are chosen as part of local developing schemes and depend on its location. As a general rule, the lower the zone numbers the higher the charges as they are closer to the city centre.

## Affected Wards

Initially the following Wards are affected and the local Councillors have been informed of the proposals through the formal Traffic Regulation Order Process:

Basford (NCN Basford Hall WPL) – Zone 5  
Sherwood (City Hospital WPL) – Zone 5  
Meadows (Incinerator / Iremonger Road NCiC staff) – Zone 4

**Advice Sought**

	Yes	No
Legal	✓	
Finance	✓	
Human Resources		✓
Equality & Community Relations Team		✓
Single Gateway Unit		✓
Other (please specify)		✓

**Legal Services – Planning, Environment and Leisure Team - KB, Solicitor. 13/05/13**

Nottingham City Council, as the Highway Authority has powers contained with the Road Traffic Regulation Act 1984 (the Act) to make traffic regulation orders in respect of roads where it appears to the Authority that it is expedient to do so for the reasons set out in section 1 of the Act.

Section 45 of the Act allows the designation of paying parking places on highways and Section 46 of the Act allows charges at, and regulation of, designated parking places.

With the introduction or increase of charges generally there is a degree of risk of challenge but if the problems associated with displaced parking are arising as a result of people seeking to evade managed parking scheme charges, it seems reasonable for the Council to take appropriate statutory measures to address such problems provided that the tariffs can be justified.

**Observations of the Chief Finance Officer - Maria Balchin, Finance Analyst 24/05/13**

The expenditure to implement these measures will be funded from the following sources:

1. the Work Place Parking allocation for Traffic Management schemes - £10,000.
2. existing budget provision in the Traffic and Safety service - £5,000.

This scheme is being introduced to change behaviours of commuters parking in these areas, who make it difficult for residents to park, rather than as an income generation initiative.

Any income from the payment of the parking tariffs will be used by the Council to fund local parking schemes that address the impacts of commuter parking.

**Details of Consultations undertaken**

	Yes	No	Name and Date
Portfolio Holder	✓	<input type="checkbox"/>	Councillor Urquhart
Ward Councillors	✓	<input type="checkbox"/>	Via Formal TRO Consultation
Area Committee	<input type="checkbox"/>	✓	_____
Other Council Bodies	<input type="checkbox"/>	✓	_____
Corp. Directors Affected	✓	<input type="checkbox"/>	<u>David Bishop</u>
Trades Unions	<input type="checkbox"/>	✓	_____
Minority Group	<input type="checkbox"/>	✓	_____
Others (Specify)	✓	<input type="checkbox"/>	_____

Parking Manager - Jason Gooding, April 2013.  
 Processing and Enforcement – Celia Jenkins, April 2013.  
 Traffic and Safety – Steve Hunt, Traffic Manager May 2013.

Reasons for not consulting

Those not consulted are not directly affected by the decision.

**Background to the decision**

The Council is continuing to discharge the Independent Examiner's recommendation with regards to Work Place Parking Levy and it continues to:

- (i) Identify the most likely locations for displaced parking, and made contingency plans for combating it;
- (ii) Allocating and assuring the necessary level of resources for implementing any necessary parking control measures within area affected by displaced parking.
- (iii) Take effective action with regards to address the problems associated with parking displacement.

In a number of areas, businesses have introduced managed parking schemes which have caused displacement into the surrounding neighbourhoods. However, the intention is not to disperse and discourage wholesale parking occurring in areas, but to ensure that it occurs in less intrusive and on more manageable sections of the road.

Furthermore, as with the City Centre pay for bays, there is an option to purchase a Card to park in the bay all day if the Council considers that it is appropriate and the scheme can sustain it. These are to be issued by the existing system that issues residents parking permits so that their issue is closely managed.

The level of tariff is such that it allows the Council to manage this parking and to not force it into the more sensitive residential areas of the City However.

Since all these schemes are proposing restrictions on the highway the statutory legal process is to be followed before a final decision is made whether the proposals are introduced or not.

**Declared colleague/  
Councillor Interests**

**Dispensation by  
Standards Committee**

Has the equality impact of the decision been assessed?  
An EIA is not required as the decision does not include new or changing policies and will not affect services.

**Background Papers**  
(including published documents)



**Exempt/Confidential  
report**

**Contact Person**

For Officer delegated decisions only please provide the reference number from the Scheme of Delegation under which the decision is being taken.

**Scheme of Delegation  
Reference Number**

**The completed and signed form must be sent to Constitutional Services within 2 working days of the last signature(s).**

Corporate Director (Print name)	David Bishop	Date:	19-7-13
Signature			
Portfolio Holder (Print name)	Jane Urquhart	Date:	25/7/13
Signature			
Date Published: 31/7/13		Last Date for Call-in: 8/8/13	

Attach any additional background information to this form.

**Advice sought MUST be attached to this form, along with the Equality Impact Assessment (where appropriate).**

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