

Nottingham City Council Delegated Decision



Nottingham
City Council

Reference Number:

5070

Author:

Isobel Buckton

Department:

Growth and City Development

Contact:

Isobel Buckton

(Job Title: Project Support Officer, Email: isobel.buckton@nottinghamcity.gov.uk, Phone: 0115 87 63339)

Subject:

On Street Zones 1-3 Tariff Changes

Total Value:

£484,094 p/a (Type: Revenue)

Decision Being Taken:

1. To approve the proposed on-street parking tariffs from 1st April 2024. New tariffs (per hour) Zone 1: £2.80 Zone 2: £1.50 Zone 3: £0.80 Locations included in Zones 1-3 can be found on the Parking Services website (<https://parking.nottinghamcity.gov.uk/>) and in the EIA attached to this decision. 2. To authorise the Corporate Director for Growth and City Development to implement the proposals.

Reasons for the Decision(s)

<div style="mso-element:frame;mso-element-frame-hspace:9.0pt;mso-element-wrap:around;mso-element-anchor-vertical:page;mso-element-anchor-horizontal:margin;mso-element-left:center;mso-element-top:74.55pt;mso-height-rule:exactly">Nottingham City Council reviews its parking charges regularly to ensure that they continue to effectively manage the supply and demand for parking and meet the highways needs with flexible, high quality customer products, which meet the market demands for parking within the city centre, encourage turnover of cars and complement other city and transport strategies. On-street tariffs have been frozen in Nottingham for the past three years during society's adjustment to the impact of the COVID-19 pandemic and the demand and requirements of on-street parking have significantly evolved during this time. The proposed tariff changes remain in line with compound inflation and will ensure that on-street price changes are in line with other transport options over the same period. The Council has a responsibility under the Traffic Management Act 2004 to ensure traffic flows easily through the city. With only 1400 on-street parking spaces in the city centre, it is important that the Council manage the high-levels of demand by encouraging short stay parking on-street whilst discouraging the utilisation of the limited kerbside space by medium or long-stay commuter parking to maximise vehicle turnover and availability of these spaces. Studies have shown a range of environmental, economic, and social benefits associated with the use of public transport and active travel compared to private car usage. These include reduced congestion, CO2 emissions and individuals' risk of early death through physical inactivity. It is therefore important, across a range of metrics, that active and public travel are supported and management of traffic on the highway is essential to this. The 2021 Census found that 38% of households in Nottingham do not have a car or van and it is important that these citizens are not prevented from accessing the city centre. Nottingham's high-quality public transport system offers a viable alternative to private car usage in many cases. It is important that the price point on-street does not discourage the use of alternative, more sustainable modes of transport such as walking, cycling, and using public transport. After forecast patronage changes and transaction costs have been considered, there is expected to be an increase in revenue; this revenue is ringfenced by the Road Traffic Regulation Act 1984 and will be reinvested to allow Nottingham City Council to continue to provide its citizens and visitors with high quality, sustainable, and innovative transport services. The changes proposed will therefore support Nottingham's high quality, comprehensive public transport system, that is recognised as one of the best outside of London with over 80 million annual users and is an essential service for many residents.

Other Options Considered:

<div style="mso-element:frame;mso-element-frame-hspace:9.0pt;mso-element-wrap:around;mso-element-anchor-vertical:page;mso-element-anchor-horizontal:margin;mso-element-left:center;mso-element-top:74.55pt;mso-height-rule:exactly">Option 1 Do nothing:The economic vibrancy post COVID-19 in Nottingham has created higher demand for available parking, leading to further congestion and queues for spaces. Research suggests that vehicles 'cruising' for on-street parking spaces due to high demand create environmental and economic issues through increased congestion, noise and air pollution, time delays on individual journeys, and road safety hazards. Studies have found that up to 74% of traffic on city centre streets is from people 'cruising' for a parking space. The management of on-street parking to reduce 'cruising' for spaces is a key factor in addressing the climate crisis and improving the experiences of Nottingham's residents and visitors. Retaining previous on-street parking tariffs would fail to balance demand with supply to minimise where customers are required to spend time searching for spaces. This would not address the limited and in places full capacity of city centre parking bays and would retain out of date tariffs. Ultimately, doing nothing would not be managing the highway effectively, an imperative for Nottingham City Council under the Traffic Management Act (2004).Option 2 Lower prices:The economic vibrancy post COVID-19 in Nottingham has created higher demand for available parking, leading to further congestion and queues for spaces. While lowering on-street parking tariffs would benefit those who are first to find a space, it would fail to effectively manage the supply and demand for on street parking and the utilisation of parking bays as an asset and could further exacerbate demand in the current market, leading to increased congestion from people queuing for available spaces and a subsequent increase in vehicle emissions. This would not address the limited and in places full capacity of city centre parking bays and could also discourage the use of more sustainable transport options.

Background Papers:

Published Works:

Affected Wards:

Castle, Hyson Green and Arboretum, Meadows, Radford, St Ann's

Colleague / Councillor Interests:

Any Information Exempt from publication:

Yes

Exempt Information:

Description of what is exempt:

An appendix to this decision is exempt from publication under paragraph 3 of schedule 12A of the Local Government Act 1972, as it contains commercially sensitive information relating to the financial or business affairs of the Council - specifically parking transaction data. Having regard to all the circumstances, the public interest in maintaining the exemption outweighs the public interest in disclosing it. Disclosure of this information may offer a competitive advantage to other car park operators in the city.

An appendix (or appendices) to this decision is exempt from publication under the following paragraph(s) of Schedule 12A of the Local Government Act 1972

3 - Information relating to the financial or business affairs of any particular person (including the authority holding that information).

The public interest in maintaining the exemption outweighs the public interest in disclosing the information because disclosure of this information may offer a competitive advantage to other car park operators in the city.

Documents exempt from publication:

231204-V1.1-DDM Exempt Appendix On-Street Z1-3 Tariff Review-IB.MR.RW-8.P225.docx

Consultations:

Those not consulted are not directly affected by the decision.

Crime and Disorder Implications:

The proposed tariff changes are not expected to have significant Crime and Disorder Implications.

Equality:

Please login to the system to view the EIA document: 231221-V2.0-Parking Services Tariff Changes 24-25 EIA-JK.IB.RD-8.P227.docx

Decision Type:

Portfolio Holder

Subject to Call In:

Yes

Call In Expiry date:

15/01/2024

Advice Sought:

Legal, Finance, Equality and Diversity

Legal Advice:

Section 45 of the Road Traffic Regulation Act 1984 ("the Act") allows the Council to designate parking places on the highway by order and may make charges for and issue permits for their use. Charges imposed for use of designated parking places can be varied by notice given under section 46A of the Act and Regulations made under the Act set out the procedure which must be followed when a Council gives such a notice under section 46A of the Act.

Case law has confirmed that the Act cannot be used to raise revenue, but that charges can be set to reflect the costs of administering the schemes and the Council's parking policies.

This decision appears to fall within the remit of the Portfolio Holder for Highways, Transport and Planning.
Advice provided by Tamazin Wilson (Solicitor) on 21/12/2023.

Finance Advice:

The value of this decision has been based on anticipated customer levels once prices have increased. This should not be considered as an income target and must not be included as an income generation budget target either. The purpose of increasing tariffs is to ensure the most effective and efficient use of parking assets and to act as a deterrent to customers so congestion does not build on the roads. Ideally if customer numbers were to reduce as a result of the fee increase, this decision to enable free moving traffic will have been achieved and the income should fall. This income forms part of a ring fenced special parking account and whilst local authorities must not budget for a surplus, it is often inevitable that a surplus is achieved. This should be placed at the year end into a ring fenced reserve to be drawn down in future years to be spent as the legislation depicts and must not be used for other general funded services outside of these rules

Advice provided by Michelle Pullen (Commercial Business Partner) on 06/12/2023.

Equality and Diversity Advice:

The EIA has been reviewed. There are no impacts to any of the protected characteristics and I am therefore happy to sign off. Advice provided by Rosey Donovan (Equality and Employability Consultant) on 14/11/2023.

Signatures

Angela Kandola (PH for Highways, Transport, Planning)
SIGNED and Dated: 08/01/2024
Sajeeda Rose (Corporate Director of Growth & City Development)
SIGNED and Dated: 08/01/2024