

# Nottingham City Council Delegated Decision



**Nottingham**  
**City Council**

Reference Number:

3728

Author:

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Department:

Commercial and Operations

Contact:

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Subject:

On Street parking tariff increase of 20% in Zones 1 - 3

Total Value:

£75,500 pa (£226,500 over 3 year lifetime of scheme) (Type: Revenue)

Decision Being Taken:

1. To approve a 20% increase in the hourly tariff for all parking charges across the inner city Zones 1-3 which will see the following changes in the hourly tariff:

Zone 1 from £2 to £2.40

Zone 2 from £1.00 to £1.20

Zone 3 from £0.50 to £0.60

2. To authorise the Corporate Director for Commercial and Operations to implement the increased charges in accordance with the legislative requirements.

**Reasons for the Decision(s)**

The charges are in operation in Zone 1, currently 8am to 8pm, (with a fixed charge between 8pm and 10pm at present) and Zones 2 and 3 between 8am and 10pm.

Nottingham City Council as Highways Authority are obligated to ensure good management and maintenance of all parking facilities, including a free flow of traffic around the streets of Nottingham. In addition to this, Parking Services also considers the impact on air quality and economic growth which are affected by parking in the city

Currently, many of the parking bays in the city centre are occupied by long term parkers. This results in a low turn over of spaces so drivers 'cruise' to find a spot, or stop on the road, leaving the engine idling, both of which contribute to the production of harmful emissions

Local businesses are effected because customers are unable to park close by, so may abandon the visit or have to park at some distances, therefore a higher turn over rate of parking spaces would be beneficial. Having some distance to walk to their destination is also a problem for those with mobility issues

The higher turn over rates will be achieved through the increased price managing demand. Capacity will be created for short term users, for those who wish to park close to their destination for a short period of time

Long term parkers will be encouraged to reassess their travel arrangements and consider the use of public transport alternatives, or off street parking options

With more customers being able to find a parking space without the need to cruise, and an uptake in the use of public transport, the result will be a reduction in vehicle emissions on the city centre streets helping to achieve the Council's manifesto in improving air quality.

There are two additional delegated decisions relating to parking and it is intended that all are made effective at the same time to keep the implementation costs to a minimum.

**Other Options Considered:**

Not increasing the parking tariffs was rejected as if tariffs are left as they are, then the current pattern of parking will continue and become a greater issue over time. Long term parkers will continue to park up in on street parking bays resulting in short term parkers and visitors to the city centre being unable to find spaces close to their destination, and a reduction in emissions will not be achieved

**Background Papers:**

None

**Published Works:**

None

**Affected Wards:**

Citywide

**Colleague / Councillor Interests:**

None

<b>Consultations:</b>	Those not consulted are not directly affected by the decision.
<b>Crime and Disorder Implications:</b>	We do not envisage that the increase would have any effect on crime and disorder
<b>Equality:</b>	Please login to the system to view the EIA document: 191122-v0.3- Equality Impact Assessment for 20% Parking increase CPP-UA-E11.docx
<b>Decision Type:</b>	Portfolio Holder
<b>Subject to Call In:</b>	Yes
<b>Call In Expiry date:</b>	13/12/2019
<b>Advice Sought:</b>	Legal, Finance, Equality and Diversity
<b>Legal Advice:</b>	<p>Section 45 of the Road Traffic Regulation Act 1984 allows a local traffic authority to designate parking places on the highway by order and may make changes 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.</p> <p>Case law has confirmed that the Road Traffic Regulation Act 1984 cannot be used to raise revenue, but that charges can be set to reflect the costs of administering the schemes and the authority's parking policies.</p> <p>It is noted that there are two other DDMs relating to parking which are under consideration at the same time as this DDM. The impact of this decision should be considered in the light of the other DDMs under consideration. Tamazin Wilson, Solicitor 22 November 2019. Advice provided by Tamazin Wilson (Solicitor) on 27/11/2019.</p>
<b>Finance Advice:</b>	<p>The proposed changes to on-street parking tariffs in Zone 1 to 3 have been forecast to generate additional parking income of £75,500 per annum based on a reduced demand of 15%. The costs associated with this decision will be absorbed within Parking Services existing budget.</p> <p>As stated in the decision the reason for this change is to discourage parkers from staying in spaces for longer periods and instead use alternative forms of transport. Finance will work with Parking Services to ensure that income is accounted for appropriately in line with relevant regulations and accounting standards; and ensure that income is spent in accordance with relevant legislation. Advice provided by Matthew Connell (Commercial Business Partner) on 08/11/2019.</p>

**Equality and Diversity  
Advice:**

**It is suggested that the proposal will have both a positive and a negative impact on Disabled people. The parking will continue to be free for those with a Blue Badge, which is positive. Advice provided by Sally Edwards (Equality Dversity & Inclusion Lead) on 19/11/2019.**

**Signatures**

<b>Adele Williams (Portfolio Holder for Adult Care &amp; Local Transport)</b>
<b>SIGNED and Dated: 06/12/2019</b>
<b>Andy Vaughan (Corporate Director Commercial and Operations)</b>
<b>SIGNED and Dated: 02/12/2019</b>