

# Nottingham City Council Delegated Decision



Reference Number:

3729

Author:

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Department:

Commercial and Operations

Contact:

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Subject:

On Street Parking - Removal of 30 minute parking option in Zone 1

Total Value:

£73,000 (£219,000 over 3 years) (Type: Revenue)

Decision Being Taken:

To approve the removal of the 30 minute parking option in Zone 1.

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

**Reasons for the Decision(s)** Parking Services are responsible for managing the parking facilities in Nottingham and undertake reviews to implement improvements, and address where possible, areas of the service which are the subject of complaints. Complaints are received regarding the current pricing structure in Zone 1.

In Zone 1, customers who only require parking for less than 30 minutes, have the option to do so at the moment. However, this option is only available specifically for those parking for anything less than a 30 minute period. It is not possible to attach the 30 minutes to any other length of parking. Once the initial 30 minutes parking is exceeded, currently between 8am and 8pm, the charges will be levied based on whole hours. 80 minutes would be charged at 2 hours currently being £4.00, etc.

Removal of the 30 minutes tariff would bring Zone 1 into line with Zones 2 and 3, which do not offer an option for 30 minutes parking.

Parking Services receive complaints regarding the confusion over this charge, with customers believing that they can purchase parking in half hour increments, which results in Penalty Charge Notices (PCNs) being issued for underpayment of parking charges.

Removing this option would mean that payment could only be made for whole hours (currently between 8am and 8pm) in Zone 1. This removes the confusion surrounding the 30 minute charging periods. There should be a reduction in PCNs being issued for under payment, and formal complaints to Parking Services.

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:** Leaving the charges as they are was rejected as it would mean that the Council would continue to receive customer complaints about the costs being confusing and customers would continue to receive PCNs where they have misunderstood the charging structure.

**Background Papers:** None

**Published Works:** None

**Affected Wards:** Citywide

**Colleague / Councillor Interests:** None

**Consultations:** Those not consulted are not directly affected by the decision.

**Crime and Disorder Implications:** We do not envisage that there will be either an adverse or positive impact on crime and disorder

**Equality:** Please login to the system to view the EIA document: 191122-v0.3-Equality Impact Assessment for removal Z1 30 minute parking tariff-CPP-UA-E11.docx

**Decision Type:** Portfolio Holder

**Subject to Call In:** Yes

**Call In Expiry date:** 13/12/2019

**Advice Sought:** Legal, Finance, Equality and Diversity

**Legal Advice:**

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.

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.

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.

**Finance Advice:**

The proposed changes to on-street parking tariffs in Zone 1 have been forecast to generate additional parking income of £73,000 per annum. The costs associated with this decision will be absorbed within Parking Services existing budget.

As stated in the decision the reason for this change is to clarify the charging structure to ensure that fewer customers underpay and to reduce the number Penalty Charge Notices issued as a result. 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 13/11/2019.

**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 Diversity & Inclusion Lead) on 20/11/2019

**Signatures**

Adele Williams (Portfolio Holder for Adult Care & Local Transport)

SIGNED and Dated: 06/12/2019

Andy Vaughan (Corporate Director Commercial and Operations)

SIGNED and Dated: 02/12/2019