

# Nottingham City Council Delegated Decision



Reference Number:

3730

Author:

Clare Pinnegar

Department:

Commercial and Operations

Contact:

Karen Day

(Job Title: Parking Manager, Email: karen.day@nottinghamcity.gov.uk, Phone: 07592104531)

Subject:

On Street Parking charges - removal of fixed evening rate in Zone 1

Total Value:

£36,500 pa (£109,500 over 3 years of scheme) (Type: Revenue)

Decision Being Taken:

To approve the removal of the fixed evening parking charge of £2 for 2 hours in Zone 1, which operates Monday to Sunday between 8pm and 10pm.

To extend the daily hourly charge in Zone 1 from 8am until 8pm to 8am until 10pm.

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 complaints. Complaints have been received regarding the confusion of the pricing structure in Zone 1.

Charges in Zone 1 are currently £2.00 per hour from 8am up to 8pm. However, for those wishing to park up for less than 30 minutes, there currently is a lower rate of £1.00 available. This parking is limited to less than 30 minutes in total ie, it cannot be 30 minutes in conjunction with any other period of parking. Once over 30 minutes, charges are incurred for whole hours, currently at £2.00 per hour, as an example, 80 minutes would be £4.00

Zone 1 also currently offers a fixed rate charge of £2.00 for parking between 8pm and 10pm, after which it is free until 8am. Some customers parking within 30 minutes of 8pm interpret this to mean that payment for 30 minutes can be made to cover the costs up to 8pm and then £2.00 will cover through to 10pm. They pay £3.00 where the cost should be £4.00.

As a result of underpayment, customers have received Penalty Charge Notices (PCNs) and complaints have been received by Parking Services regarding the tariff structure being misunderstood

Keeping the same pricing structure from 8am through to 10pm will remove the confusion in price and reduce complaints and the issuing of PCNs due to any confusion, understanding the tariff boards. It should be noted that whether or not to retain the 30 minute parking option is being considered in a seperate decision.

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 fixed rate evening charge in place was rejected as it would mean that both Parking Services and enforcement will continue to receive complaints about the costs being confusing, and customers who misinterpret the signage will continue to receive PCNs.

**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 this will have any impact on crime and disorder either adversely or positively

**Equality:** Please login to the system to view the EIA document: 191122-v0.3-Equality Impact Assessment for removal Z1 Evening  
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 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.

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 £36,500 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 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 11/11/2019.

**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