

MUNICIPAL YEAR 2018/2019 REPORT NO.

ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY

PORTFOLIO DECISION OF:
Cabinet Member for Environment

REPORT OF:
Director of Environment &
Operational Services

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Agenda – Part:	KD Num: 4697
Subject: To implement increases to pay and display charges to encourage higher turnover of short stay bays	
Wards: All	

1. EXECUTIVE SUMMARY

- 1.1 Parking charges are designed to contribute to curbing unnecessary car use where there is adequate public transport or where walking or cycling are realistic alternatives, for example in town centres;
- 1.2 Charges reflect the value of kerb-space, encouraging all, but short-term parking to take place in nearby off-street car parks where available.
- 1.3 Charges should be set at levels that encourage compliance with parking restrictions; and
- 1.4 If on-street charges are set too low, they could attract higher levels of traffic than are desirable. They could discourage the use of off street car parks and cause the demand for parking spaces to exceed supply, so that drivers have to spend longer finding a vacant space.
- 1.5 Parking Services has carried out a review of the current space usage to see whether the current parking tariffs are set at an appropriate level.

2. RECOMMENDATIONS

- 2.1 To implement revised parking charges from August 2018 for the reasons given in the report.

3. BACKGROUND

- 3.1 The provision of car parking is a discretionary service provided by the Council and it is recognised that in the London Borough of Enfield, the supply and availability of accessible, safe and good quality parking is a key element of the transport infrastructure supporting the vitality of the Borough's town centres. The price of parking also has a significant bearing on the way that spaces are used and the duration of which they are used. In particular, given the limited supply of space, tariffs have been developed to ensure a sufficient turnover of spaces so that some free spaces are available at most times.
- 3.2 The Department for Transport's Operational Guidance for Local Authorities states that the following factors should be considered when setting parking charges:
- Parking charges can help to curb unnecessary car use where there is adequate public transport or where walking or cycling are realistic alternatives, for example in town centres;
 - Charges can reflect the value of kerb-space, encouraging all, but short-term parking to take place in nearby off-street car parks where available.
 - Charges should be set at levels that encourage compliance with parking restrictions; and
 - If on-street charges are set too low, they could attract higher levels of traffic than are desirable. They could discourage the use of off street car parks and cause the demand for parking spaces to exceed supply, so that drivers have to spend longer finding a vacant space.
- 3.3 The Guidance makes it clear that Authorities should never use parking charges just to raise revenue or as a local tax. However, the Guidance acknowledges that "where demand for parking is high, the delivery of transport objectives with realistic demand management prices for parking may result in surplus income". In such cases, Section 55 of the Road traffic Regulation Act 1984 (as amended) and the Traffic Management Act 2004 require that local authorities must ensure that any on-street revenue not used for enforcement is used for legitimate purposes only and that its main use is to improve, by whatever means, transport provision in the area so that road users benefit.
- 3.4 The legislation surrounding on and off street parking has been clarified following a number of cases and the setting of charges must be for the very specific purposes set out in the Road Traffic Regulation Act 1984 (as amended), namely "to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway

3.5 The Council last increased on and off-street parking charges seven years ago in April 2011. This followed a parking charges review promise made by the by the previous administration in 2006 (KD995). Since then no review of parking charges has taken place.

3.6 Surveys were carried out over a three-day period in March 2018 to which three key things were recorded. These were:

- Available supply (length of bay in metres)
- Occupancy against available supply (number of vehicles in the available bay length)
- Demand by classification (vehicles which occupied the bay broken down by their classification e.g. car, cycle).

The general rule when calculating theoretical bays (the number of vehicles which could theoretically fit into a length of bay) has always been to divide the total bay length by 5 metres. More recently survey companies have been rounding down (except when the length of bay is 4.5 metres or less as you can't round down to '0') as this is an approach which provides a more accurate reflection of the way people park their vehicles (referred to as parking behaviour) as the traditional method can significantly impact results. What this means is that although the occupancy results of certain bays may indicate there is still available capacity, the on-street parking behaviour in reality indicates otherwise (less cars spread over larger lengths of bay).

3.7 The Parking Occupancy is defined as the proportion of the amount of available parking which is taken up by parked vehicles. The parking occupancy analysis brings together the results of the supply survey and the demand surveys for each of the time periods surveyed.

3.8 The reporting process has generally been structured by time period (hourly counts).

3.9 There are a number of instances of bays where very high parking occupancies (above 100%) are recorded, but which are correct. An example could be a 14.4m length of pay and display bay, which has a theoretical supply of two vehicles, based on a vehicle length of 5.0m. It would be reasonable to accept that three (or even more) smaller vehicles could park in this bay. Similarly vehicles may overhang the bay (vehicles are recorded in the bay they are mostly in). As stated above, vehicle behavior was also taken into consideration when recording the number of vehicles in certain bays.

3.10 The results show a number of bays throughout the day across the 12 areas were consistently high. For most areas, morning occupancy was generally low but picked up after 10am.

- 3.11 Following analysis of the results, it was clear to see a high level of occupancy in Enfield's high streets and town centres pay and display bays throughout certain periods of the day. The result of high occupancy can adversely impact an area and may cause the following risks:
- Vehicles circling the area searching for available spaces causing an impact on the free flow/ congestion and movement of traffic on the network;
 - Engine Idling caused by vehicles waiting for a space to become free whilst stationary with their engines running which impacts on air quality too;
 - Impact on high street businesses we want to encourage a higher turnover of visitors/ customers.
- 3.12 Areas which have fully occupied bays are of very little or no benefit or use to local businesses.
- 3.13 Taking this into account, within the results, 85% were used as a highlight rule to indicate a high occupancy. The likelihood of any other vehicle being able to actually park in that given length of bay is significantly reduced when consideration is given to parking behavior as mentioned above.
- 3.14 It is important to note that although one of the most effective ways to manage on-street usage/occupancy is through the use of charging, statutory guidance confirms that raising revenue should not be an objective of civil parking enforcement. However, it also confirms that, for good governance, it is appropriate for enforcement authorities to forecast revenue in advance and that charges should be proportionate, so authorities should not set them at unreasonable levels.
- 3.15 Parking Services is proposing to increase the Parking Charges from 9 July 2018.
- 3.16 The increase in charges has not been looked at as a percentage increase but we have rounded the figures of for ease of payment (it must be noted that no pay and display machines give change). Tariffs for long term parking have increased to discourage long stay parking and improve the turnover of spaces in line with the intentions of charging guidelines so more motorists can use them.
- 3.17 Below are the detailed proposals.

Off Street Charging

Separate tariff increases

Tariff structure	Current Enfield Town car park charges	Proposed Enfield Town car park charges	Current Outer Enfield car park charges	Proposed Outer Enfield car park charges
Up to 1 hour	£1.20	£1.40	£1.00	£1.20
1 to 3	£2.40	£2.80	£2.00	£2.40
3 to 5	£3.00	£5.00	£4.00	£4.00
Over 5	£5.00	£8.00	£5.00	£6.00
Monthly	£66	£80	£33	£40
Annual	£660	£880	£330	£440

On street charging

Increasing the parking charges in the Enfield and outer Enfield areas

	15 mins	30 mins	1 hour	2 hours
Current charges in Enfield Town	40p	80p	£1.50	£3.00
Proposed charges in Enfield Town	50p	£1	£2	£4

	15 mins	30 mins	1 hour	2 hours
Current charges in outer Enfield	30p	60p	£1.20	£2.40
Proposed charges in outer Enfield	40p	80p	£1.50	£3.00

Costs to the Council

The cost for increasing the charges would be:-

New software for 242 machines	£13,000 (will be investigating to see if we can buy and burn some of the software to lower cost)
6 Strada transfer machine with internet connection	£20,844
Connect power to six machines	£1,000

8 new tariff board facia in Palace Gardens	£1,520
Overlays for tariff boards	£500
Staff time	£1,000
Supply new on street signage for Cockfosters, Southgate and Palmers Green if the Sunday charging option is chosen	£2,160
Erect 180 signs	£2,500
Total	£42,524

4. ALTERNATIVE OPTIONS CONSIDERED

- 4.1 Continue with current parking charges. This isn't a feasible option, due to the survey's results that were carried out over a three-day period in March 2018. The price of parking has a significant bearing on the way that spaces are used and the duration of which they are used. In particular, given the limited supply of space, tariffs have been developed to ensure a sufficient turnover of spaces so that some free spaces are available at most times.
- 4.2 A review of all or some of the parking bays to determine if the maximum bay lengths are being achieved. There may be certain bays which can be increased in length by shortening waiting restrictions;
- 4.3 Maximum stay imposed on pay and display areas (no return) to encourage a more frequent turnover of vehicles using the bays. This encourages the use of short stay in town center/high street areas and longer stay in off-street car parks. However, to monitor this option to show that this works would be difficult and more expensive due to the amount of and monitoring the activities needed.

5. REASONS FOR RECOMMENDATIONS

- 5.1 Parking charges can help to curb unnecessary car use where there is adequate public transport or walking or cycling are realistic alternatives, for example in town centres; which would reduce congestion and CO2 emissions.
- 5.2 Charges can reflect the value of kerb-space, encouraging all, but short-term parking to take place in nearby off-street car parks where available.
- 5.3 Charges should be set at levels that encourage compliance with parking restrictions.

6. COMMENTS OF THE EXECUTIVE DIRECTOR RESOURCES AND OTHER DEPARTMENTS

6.1 Financial Implications

- 6.1.1 This report seeks to implement increases to pay and display charges to encourage higher turnover of short stay bays from 9 July 2018 for the reasons given in the report.
- 6.1.2 The proposed charges are based on the survey results that were carried out over a three-day period in March 2018. The price of parking has a significant bearing on the way that spaces are used and the duration of which they are used. In particular, given the limited supply of space, tariffs have been developed to ensure a sufficient turnover of spaces so that some free spaces are available at most times.
- 6.1.3 If on-street charges are set too low, they could attract higher levels of traffic than are desirable. They could discourage the use of off street car parks and cause the demand for parking spaces to exceed supply, so that drivers have to spend longer finding a vacant space.
- 6.1.4 The Department for Transport's Operational Guidance for Local Authorities makes it clear that Authorities should never use parking charges just to raise revenue or as a local tax. However, the Guidance acknowledges that "where demand for parking is high, the delivery of transport objectives with realistic demand management prices for parking may result in surplus income". In such cases local authorities must ensure that any on-street revenue not used for enforcement is used for legitimate purposes only and that its main use is to improve, by whatever means, transport provision in the area so that road users benefit.
- 6.15 The estimated cost of implementing the proposed charges is £42,524. This will be funded from the current Parking budget.

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6.2 Legal Implications

6.2.1 Procedure for Introducing Revised Charges

6.2.2 The Road Traffic Regulation Act 1984 S45 provides that a local authority may designate by order, parking places on highways for vehicles and may make charges for vehicles left in a parking place. Section 46 provides for charges to be prescribed by the designation order or by a separate order made by the authority.

6.2.3 Section 46A enables charges to be varied by way of a notice made pursuant to Regulation 25 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. A notice of variation must be given, as a minimum, by publishing it at least once in a newspaper circulating in the area in which the parking places to which the notice relates are situated at least 21 days before it is due to come into force.

6.2.4 The Road Traffic Regulation Act 1984 S32 provides powers for a local authority to provide off-street parking places for the purpose of relieving or preventing congestion. S35 enables local authorities to control the use of the parking places, including by introducing charges. S35C allows local authorities to vary charges by way of a notice made pursuant to the Regulation 25 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

6.2.5 The proposals set out in this report are within the Council's powers and duties.

6.3 Property Implications

There are no property implications

7. KEY RISKS

With any change in Parking Tariffs there are concerns from stakeholders that this will affect the high street. However, increasing the tariffs may lead to a better turnover of spaces which will attract more shoppers.

8. IMPACT ON COUNCIL PRIORITIES

8.1 Fairness for All

Blue badge holder will still be able to park for free using their blue badge and time clocks on-street and displaying their badges off-street.

8.2 Growth and Sustainability

Parking charges are set at a level that will still encourage shoppers but also deliver a turnover of spaces which will generate more foot-fall for businesses.

8.3 Strong Communities

The charges are set at a level that does not discourage stakeholders to shop in other areas as charges are set at a comparable level to other local boroughs

9. EQUALITY IMPACT IMPLICATIONS

9.1 Blue badge holders will be able to park for free whilst displaying their blue badges.

9.2 The Council still offers free permits to Enfield residents over 70s with bays close to exits of car parks and pay stations

9.3 There is a possible negative impact for low income households who may not be able to afford the charges. However, there is a need to manage traffic flow and to reduce parking times to increase access for shoppers.

9.4 The proposed parking charges are comparable to other boroughs and will not disadvantage people any more than in neighbouring boroughs etc.

9.5 A predictive equalities impact assessment has been completed.

10. PERFORMANCE MANAGEMENT IMPLICATIONS

The turnover of spaces will be measured in the next two years after implantation to ascertain to see what further measures may be necessary.

11. HEALTH AND SAFETY IMPLICATIONS

There are no health and safety implications

12. PUBLIC HEALTH IMPLICATIONS

12.1 Physical activity is fundamental to health and wellbeing. A lack of physical activity has been shown to increase the risk of death, diabetes,

musculoskeletal disease / injury, cancer and cognitive decline. Physical activity was described by the Chief Medical Officer as a 'wonder drug'.

- 12.2 Transport is one means whereby physical activity can be integrated into everyday life. Any success in achieving a modal shift from motorised to active transport will therefore not only improve the health of the public through increased physical activity but will also reduce air pollution which itself impacts on all residents in the borough.

Background Papers

None.