

Exeter HATOC Pay & Display Working Group Recommendations Report

Report of the Chief Officer for Highways, Infrastructure Development and Waste

Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.

Recommendation: It is recommended that:

- (a) the working group be thanked for their review and subsequent suggestions and recommendations;**
- (b) the committee endorse those recommendations and asks the Cabinet Member to approve the detail and implement;**
- (c) the Head of Service be authorised to undertake an annual review (at a minimum) of tariffs within Exeter to maintain differential with off-street tariffs, in consultation with Members; and**
- (d) the Committee support the continued development of proposals by Officers for longer term changes to how parking is managed with pay & display tariffs in Exeter.**

1. Background/Introduction

At the October 2020 meeting of Exeter HATOC recommendations of the Residents Parking Working Group were reported, as part of that report it was noted that the group had also considered the role of Pay & Display in managing congestion and improving air quality. It was recommended that a further review of tariffs should be conducted in Exeter.

It was recommended that any review should ensure that charges are set to encourage more use of off-street car parks (in line with the Local Transport Plan) to minimise traffic congestion and to improve air quality. It would also be hoped that any review would assist in the shift to sustainable modes of transport. The committee resolved that the working group should review this matter and report back to a subsequent committee.

A Pay & Display Working Group was established with its first meeting held in November 2020 and then subsequently in December 2020. The group set out to review on-street pay & display tariffs in Exeter. With the aim of addressing congestion and improving air quality in order to work towards climate change goals.

During those discussions Members and officers developed terms of reference (see Appendix I) and benchmarked relevant off-street parking tariffs, including both those managed by Exeter City Council and private operators. This report presents the recommendations from that group, along with an updated tariff (see Appendix II)*.

2. Proposal

Through the review process the group aimed to ensure tariffs were set at a level that assisted in traffic management by:

- Encouraging use of off-street carparks for stays of an hour or more.
- Keeping on-street parking available for shorter stays to maximise footfall for retail areas.
- Ensuring continued support to public transport and sustainable modes of transport with any income raised through the on-street parking (OSP) account.

The group proposes that charges are reviewed where there is a nearby, comparable off-street parking offer, and a change in charging will create a positive effect on driver behaviour. The same core principle would be used as had been set out in previous reviews, namely:

- Long Stay Tariffs (of an hour or more) – Increased to parity (with off street tariffs) + 10% (rounded up to nearest 10p)

In the previous review of tariffs undertaken in 2019 a cap had been placed on any tariff increase to limit that increase to 50%. The group agreed that this cap had prevented the tariffs being increased in a meaningful manner in several locations and therefore should be removed in any future review.

During the review it was established that there were locations in Exeter where alternative off street parking facilities were linked to specific workplaces or employers, for example RD&E and Exeter University. In these instances, it may not be appropriate to encourage users into those sites, nor was it deemed appropriate that the on-street facility should be any more appealing to those associated with those sites, therefore it was proposed that a smaller increase of tariff would be applied of 10% (rounded to the nearest 10p).

It was noted that in some central locations there were more than one comparable off-street car park, in some cases with differing tariffs. For example, Exeter City Council “premium” pay-on-foot or “standard” surface pay & display tariffs. In these instances, it is recommended that the lower priced tariff was used for comparison.

Where there was no equivalent off-street parking available no change was proposed.

There were three locations where it is recommended that those principles were departed from:

Exeter H Tudor Street – In order for the Monday – Friday “over 4 hour” tariff to match the “all day” off-street tariff it was felt the increase required was excessive, likewise Sunday tariff, in both cases a small increase was applied.

Exeter N Friars Area – In order for the Sunday Tariff to match the equivalent off-street tariff it was felt the increase required was excessive; a smaller increase was applied.

A summary of changes based on current tariffs is shown in Appendix II*.

The group also discussed longer term ambitions to review the structure of tariffs including whether changes to maximum stay periods and days/times of operation are required. This would include consideration of whether seasonal restrictions should be applied all year and whether restrictions should be applied 7 days per week.

The group also noted a desire to review areas where P&D restrictions would be more effective than existing limited waiting restrictions. And adoption of emerging technologies such as differential and dynamic pricing as identified in the 2030 vision approved by Cabinet on 11th November 2020.

These longer-term changes would require a new Traffic Order and it is recommended that officers develop these proposals.

** It should be noted that if proposals are endorsed by this committee the tariff will be further reviewed prior to Cabinet Member approval. This is to ensure the differential to off-street charges are maintained at time of implementation. The same principles will be applied as outlined in this report.*

3. Consultations

Any recommendations would be subject to decision by Cabinet Member and a subsequent a legal Noticing procedure.

4. Financial Considerations

It is considered that proposals will be self-financing.

5. Environmental Impact Considerations (Including Climate Change)

The proposals will have a positive environmental effect by encouraging use of off-street car parks reducing congestion, improving air quality, and encouraging consideration of alternative modes of transport.

6. Equality Considerations

If proposals are to be progressed a full impact assessment will be undertaken.

7. Legal Considerations

In developing proposals guidance has been sought from the County's legal team, the proposals presented are compliant with relevant legislation, in particular section 122 of the Road Traffic Regulation Act 1984.

Consideration was given to the appropriateness of an increase in tariff. If this were to be considered as a means of improving air quality and management of congestion (expeditious movement of traffic), this would be permissible.

If proposals are to be adopted a change to tariffs would be undertaken via a Noticing process. Any more substantial changes for example a change to days upon which charges apply would require changes to the County's On-Street Traffic Regulation Order. When making a Traffic Regulation Order it is the County Council responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, as far as practicable, to secure the expeditious, convenient, and safe movement of traffic and provision of parking facilities.

8. Risk Management Considerations

There is a risk that to not revisit the approach to setting of pay and display tariffs in Exeter that the Authority would not meet its commitments to address congestion and air quality.

9. Public Health Impact

If any changes to pay and display tariffs assists in the delivery of air quality improvements and reduction in congestion across the network, it is considered that there would be a positive public health impact.

10. Reasons for Recommendation

It is recommended that these proposals are supported to ensure that on street pay and display parking is managed effectively to reduce congestion, improve air quality and to contribute to the aims of the Local Transport Plan.

Meg Booth
Chief Officer for Highways, Capital Development and Waste

Electoral Divisions: All in Exeter

Local Government Act 1972

List of Background Papers

Contact for enquiries: Chris Rook

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Background Paper	Date	File Ref
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Nil

cr050321exh
sc/cr/Exeter HATOC Pay & Display Working Group Recommendations Report
03 050321

Terms of Reference

A working group comprising of nominated Exeter HATOC Members and officers to review on-street pay & display tariffs in Exeter. With the aim of addressing congestion and improving air quality in order to work towards climate change goals.

By:

- Encouraging use of off-street car parks for stays of an hour or more.
- Keeping on-street parking available for shorter stays to maximise footfall for retail areas.
- Ensure continued support to public and sustainable modes of transport with any income raised through the on-street parking (OSP) account.

The group will review charges where there is a nearby, comparable off-street parking offer, and a change in charging will create a positive effect on driver behaviour, using core principles set out in previous reviews, namely:

- Long Stay Tariffs (of an hour or more) – Increased to parity (with off street tariffs) + 10% (rounded up to nearest 10p).

The group will consider the need to review on an annual basis to ensure continued alignment with Exeter City and private car parking charging. Officers will seek to liaise with Exeter CC to ensure continued alignment.

The group recognises the need to align with climate change and active Devon targets to create a “nudge” to behavioural change, whilst enabling those with disabilities to access sports and leisure facilities. For example, in areas where parking facilitates activities such as adjacent to parks or leisure facilities, those activities may need to be encouraged. Those with Blue Badges will also experience improved access to retail, and services with improved turnover by promoting shorter stays on-street.

The group will consider longer term ambitions to review the structure of tariffs including whether changes to maximum stay periods and days/times of operation are required (including whether seasonal restrictions should be applied all year and whether restrictions should be applied 7 days per week). The group will also review areas where P&D restrictions would be more effective than existing limited waiting restrictions.

The group will also consider the adoption of emerging technologies such as differential and dynamic pricing as identified in the 2030 vision approved by Cabinet on 11th November 2020.

These longer-term changes would require a new Traffic Order.

Area & Tariff Name	Times of Operation * excludes Christmas Day	Existing Charges 2019-20	Proposed Charge 2020-21	£ Change	% Change	Nearest OFFSTREET Area & Tariff Name	Times of Operation	Existing Charges 2020
						Magdalen Road	Up to 1 hour 1 - 2 hours 2 - 3 hours 3 - 4 hours 4 - 5 hours 5 - 6 hours 6-7 hours All day	£2.20 £3.30 £4.40 £5.50 £6.60 £7.70 £8.80 £13.00

Area & Tariff Name	Times of Operation * excludes Christmas Day	Existing Charges 2019-20	Proposed Charge 2020-21	£ Change	% Change	Nearest OFFSTREET Area & Tariff Name	Times of Operation	Existing Charges 2020
Exeter C Barrack Road area (Hospital)	9am-6pm Mon-Sat 2 hours 3 hours Sun & Bank Hols	£2.50 £3.20 Free	£2.80 £3.60 Free	£0.30 £0.40 	12.00% 12.50% 	RD&E (Private)	Mon - Sun 20 mins 2 hours 4 hours 8 hours	Free £2.50 £4.50 £8.50
Exeter D New North Road & Blackall Road Area	8am-6pm Mon-Sat 1 hour 2 hours 11am-5pm Sun & Bank Hols* 2 hours over 2 hours	£1.60 £3.30 £1.60 £3.30	£2.50 £3.70 £2.40 £3.70	£0.90 £0.40 £0.80 £0.40	56.25% 12.12% 50.00% 12.12%	ECC Zone 2 Bystock Terrace Howell Road	Mon - Sun 8.00am - 6.00pm, including Bank Holidays Up to 1 hour 1 - 2 hours 2 - 3 hours 3 - 4 hours 4 - 5 hours All Day	£2.20 £3.30 £4.40 £5.50 £6.60 £11.00
Exeter E University Area	9am-6pm Mon-Sat 2 hours 4 hours Over 4 hours 11am-5pm Sun & Bank Hols* 4 hours Over 4 hours	£2.20 £4.20 £6.00 £1.30 £2.50	£2.50 £4.70 £6.60 £1.30 £2.50	£0.30 £0.50 £0.60 - -	13.64% 11.90% 10.00% - -	University (Private)	Mon - Fri 8.00am - 6.00pm 2 hours 4 hours Over 4 hours	£3.00 £5.00 £10.00
Exeter F Bonhay Road	9am-6pm Mon-Sat 1 hour 4 hours Over 4 hours 11am-5pm Sun & Bank Hols* 2 hours Over 2 hours	£1.60 £4.30 £9.20 £1.30 £3.30	£1.80 £4.80 £10.20 £1.50 £3.70	£0.20 £0.50 £1.00 £0.20 £0.40	12.50% 11.63% 10.87% 15.38% 12.12%	St Davids (Long Stay) (Private)	Mon - Fri 3 hours 24 hours Sat - Sun 24 hours	£4.50 £11.40 £7.60
Exeter G Cowley Bridge Road	9am-6pm Mon-Sat 4 hours Over 4 hours 11am-5pm Sun & Bank Hols* 4 hours Over 4 hours	£1.90 £4.30 £1.30 £2.50	£2.10 £4.80 £1.50 £2.80	£0.20 £0.50 £0.20 £0.30	10.52% 11.63% 15.38% 12.00%	University (Private)	Mon - Fri 8.00am - 6.00pm 2 hours 4 hours Over 4 hours	£3.00 £5.00 £10.00

Area & Tariff Name	Times of Operation * excludes Christmas Day	Existing Charges 2019-20	Proposed Charge 2020-21	£ Change	% Change	Nearest OFFSTREET Area & Tariff Name	Times of Operation	Existing Charges 2020
Exeter G1 Collins Road Pennsylvania Road & Rosebarn Lane	8am - 6pm Mon - Fri 30 mins 4 hours Sat - Sun	Free £1.70 Free	Free £1.90 Free	£0.20	11.76%	University (Private)	Mon - Fri 8.00am - 6.00pm 2 hours 4 hours Over 4 hours	£3.00 £5.00 £10.00
Exeter H Tudor Street	9am-6pm Mon-Sat 1 hour 4 hours Over 4 hours 11am-5pm Sun & Bank Hols* 2 hours Over 2 hours	£1.30 £5.50 £7.00 £1.50 £3.00	£1.50 £6.10 £10.00 £2.40 £3.70	£0.20 £0.60 £3.00 £0.90 £0.70	15.38% 10.91% 42.86% 60.00% 23.33%	ECC Zone 1 Bartholomew Terrace	Mon - Sun 8.00am - 6.00pm, including Bank Holidays Up to 1 hour 1 - 2 hours 2 - 3 hours 3 - 4 hours 4 - 5 hours 5 - 6 hours 6-7 hours All day	£2.20 £3.30 £4.40 £5.50 £6.60 £7.70 £8.80 £13.00
Exeter J Commercial Road Haven Road	9am-6pm Mon-Sat 30 mins 1 hour 2 hours 11am-5pm Sun & Bank Hols* 2 hours Over 2 hours	£0.60 £1.60 £3.30 £1.60 £3.30	£0.60 £2.50 £3.70 £2.40 £3.70	- £0.90 £0.40	- 56.25% 12.12%	ECC Zone 2 Cathedral and Quay Haven Banks	Mon - Sun 8.00am - 6.00pm, including Bank Holidays Up to 1 hour 1 - 2 hours 2 - 3 hours 3 - 4 hours 4 - 5 hours All day	£2.20 £3.30 £4.40 £5.50 £6.60 £11.00
Exeter K St Leonards area	9:30am-3:30pm Mon-Fri 30 mins 1 hour 2 hours 4 hours Sat & Sun & Bank Hols	£0.50 £1.30 £3.30 £5.50 Free	£0.50 2.50 £3.70 £6.10 Free	- £1.20 £0.40 £0.60	- 92.31% 12.12% 10.91%	ECC Zone 1 Magdalen Road	Mon - Sun 8.00am - 6.00pm, including Bank Holidays Up to 1 hour 1 - 2 hours 2 - 3 hours 3 - 4 hours 4 - 5 hours 5 - 6 hours 6-7 hours All day	£2.20 £3.30 £4.40 £5.50 £6.60 £7.70 £8.80 £13.00
Exeter L Grendon Road	9am-6pm Mon-Sat 2 hours 4 hours Sun & Bank Hols	£1.30 £2.00 Free	£1.50 £2.20 Free	£0.20 £0.20	15.38% 10.00%	RD&E Heavitree (Private)	Mon - Sun 20 mins 2 hours 4 hours 8 hours	Free £2.50 £4.50 £8.50

Area & Tariff Name	Times of Operation * excludes Christmas Day	Existing Charges 2019-20	Proposed Charge 2020-21	£ Change	% Change	Nearest OFFSTREET Area & Tariff Name	Times of Operation	Existing Charges 2020
Exeter R1 Burnthouse Lane & Rifford Road Area	10am-5pm Mon-Fri 30 mins 1 hour 2 hours 3 hours Over 3 hours Sat & Sun & Bank Hols	Free £1.30 £2.50 £3.20 £5.50 Free	Free £1.30 £2.50 £3.20 £5.50 Free	- - - - -	- - - - -			
Exeter R2 Mount Pleasant Road	9am-6pm Mon-Fri 30 mins 1 hour 2 hours 3 hours Over 3 hours Sat & Sun & Bank Hols	Free £1.30 £2.50 £3.20 £5.50 Free	Free £1.30 £2.50 £3.20 £5.50 Free	- - - - -	- - - - -			
Exeter S Heavitree Area	10am-5pm Mon-Fri 30 mins 1 hour 2 hours 3 hours Sat & Sun & Bank Hols	Free £1.30 £2.50 £3.20 Free	Free £1.30 £2.50 £3.20 Free	- - - - -	- - - - -	ECC Zone 3 Gordon's Place	Mon - Sun 8.00am - 6.00pm, including Bank Holidays Up to 1 hour 1 - 2 hours 2 - 3 hours Max 3 hr stay	£1.00 £1.50 £2.00
Exeter S1 Fore Street Heavitree Area	10am-5pm Mon-Fri 30 mins 1 hour 2 hours 3 hours Sat & Sun & Bank Hols	Free £1.30 £2.50 £3.20 Free	Free £1.30 £2.50 £3.20 Free	- - - - -	- - - - -	ECC Zone 3 Gordon's Place	Mon - Sun 8.00am - 6.00pm, including Bank Holidays Up to 1 hour 1 - 2 hours 2 - 3 hours Max 3 hr stay	£1.00 £1.50 £2.00

Area & Tariff Name	Times of Operation * excludes Christmas Day	Existing Charges 2019-20	Proposed Charge 2020-21	£ Change	% Change	Nearest OFFSTREET Area & Tariff Name	Times of Operation	Existing Charges 2020
Topsham A Holman Way	9am-5pm Daily					ECC Zone 3	Mon - Sun 8.00am - 6.00pm, including Bank Holidays	
	1 hour	£0.40	£0.50	£0.10	25.00%	Tappers Close	Up to 1 hour	£1.00
	Parkfield	£1.10	£1.30	£0.20	18.18%	Holman Way	1 - 2 hours	£1.50
	Way &	£1.60	£1.80	£0.20	12.50%		2 - 3 hours	£2.00
	Tappers	£2.20	£2.50	£0.30	13.64%		3 - 4 hours	£2.50
Close	Over 4 hours	£3.00	£3.30	£0.30	10.00%		All day	£3.50
						ECC Zone 2	Mon - Sun 8.00am - 6.00pm, including Bank Holidays	
						Topsham Quay	Up to 1 hour	£2.20
							1 - 2 hours	£3.30
							2 - 3 hours	£4.40
							3 - 4 hours	£5.50
							4 - 5 hours	£6.60
							All day	£11.00