ANNUAL REVIEW OF OFF-STREET PARKING PLACES ORDER AND ON-STREET PARKING ARRANGEMENTS – PROPOSALS FOR CONSULTATION

This appendix lists the comments made about the proposed changes during the informal consultation period in advance of the Executive meeting in December.

Canterbury Area Members’ Panel – The panel considered these proposals at a special meeting on Thursday 2 December. The minute is as follows:

The Panel considered a report from the Head of Transportation and Engineering on proposals for changes to on and off-street parking in Canterbury.

In introducing the report David Reed advised that the report would be considered by the Executive at their meeting on 9 December 2004 and that this was an opportunity for the Panel to make any comments on the proposals in the report. He reminded the panel that a number of changes were made last year when the status of some car parks where changed and linear tariffs introduced in others. Whilst there had been an increase in usage of car parks there had been no increase in income. There had also been a decrease in the number of parking acts for the Park and Ride. The Panel were reminded that Canterbury accounted for approximately 91% of overall car parking income.

Dennis Button then took the Panel through a number of recommended options which gave details of estimates of additional revenue which the City Council might receive based upon current parking trends. He also reported that a number of further comments had been received on the proposals for Canterbury from:

- City Centre Management Limited and Canterbury Independent Trader’s Association – concerned about the increase in short stay tariffs – felt there was more scope for the increase in the charges for long stay parking. They felt that it was important that there was a clear financial incentive for drivers to use Park and Ride. Also concerned about the increase in the fee for coach parking in the coach park.

- Canterbury 4 Business – concern about proposal to reduce discount rates for Park and Ride.

- Kent Invicta Chamber of Commerce – concerned about proposals to remove business permit parking in Hawkes Lane and St Johns Lane.
Additionally Land Securities felt that the proposal to increase the short stay tariffs to £1.20 per hour was too steep and that any increase should be deferred until October 2005 when the Whitefriars Development would be completed.

The Panel then considered the recommended options for Canterbury and made a number of suggestions.

It was agreed that the following comments from the Panel be forwarded to the Executive:

(a) That the off-street tariff proposals identified in Appendix 1 to the report so far as Canterbury is concerned be supported.

(b) That the changes to on and off-street permit arrangements set out in Appendix 2 be supported.

(c) That a review of the current on-street residents parking scheme in Canterbury should be undertaken.

(d) That consideration should be given to amending TRO’s to include Sundays in relation to waiting restrictions.

(e) That consideration should be given to extending on-street pay and display in Canterbury.

(f) That in view of the number of on-street residents parking bays being occupied by students in the City, the Managing Student Impact Scrutiny Review be asked to consider that in order to reduce waiting lists permits should only be granted to households that pay Council Tax.

**Herne Bay Area Members’ Panel** – The panel considered these proposals at its meeting on 16 November. The minute is as follows:

The Panel discussed the proposals for the changes to on and off-street parking for Herne Bay which were to be considered by the Executive.

Clive Metcalf circulated a sheet which contained the proposed changes for short and long stay parking tariffs, the School Lane and the Reculver Towers car parks becoming pay and display, the Chapel Street car park being made available to resident permit holders overnight and on Sundays, proposals to make on-street charges in Central Parade between Canterbury Road and Lane End and for increases in all permit charges.

The Panel discussed the proposed changes and suggested that holders of residents cards should be able to obtain discounts in pay and display car parks. A Member stated that it should be remembered that every pound raised in parking charges meant that a pound less would have to be raised by council tax.

The Panel agreed that their comments on the proposals were as follows:

(a) the short stay parking tariffs (William Street car park) were noted without comment;
(b) the long stay parking tariffs (Beach Street, King’s Road and Market Street car parks) were noted without comment;

c) the Herne and Broomfield Parish Council should be consulted on the proposal for School Lane car park becoming pay and display with a possible School Lane residents permit being made available at a cost of £60 per annum;

d) the Reculver Towers car park should not become a pay and display car park;

e) the Chapel Street disabled car park should become available for resident permit holders overnight and on a Sunday subject to two disabled spaces being kept available and there being a time limit of three hours introduced for disabled badge holders during the day on Mondays to Saturdays;

(f) the on-street parking charges should not be introduced in Central Parade; and

(g) the permits available for residents, business users and market traders, both on and off-street should not be increased.

(Messrs Khoury and Eburne spoke to this item).

Whitstable Area Members’ Panel – The panel considered these proposals at its meeting on 22 November. The minute is as follows:

Graham Cox spoke to this item and explained why he felt the structure for parking charges should be modified to encourage more short stay parking in the town centre.

The Panel considered a report that detailed a range of alternative proposals for changes to the current Off-Street Parking Places order and on-street parking arrangements. The report reminded the Panel that it was a statutory requirement that all changes were advertised so that the public could submit comments for consideration by Members. It was necessary for Members to address this matter in order to allow sufficient time for consultation and legal processes prior to the revised Order and on-street arrangements coming into force on 1 April 2005. An informal public consultation process would also be carried out.

Members made the following comments:

(i) It was suggested that, in order to encourage shoppers, the current temporary one-way system in the main shopping street should be made permanent and free short term parking bays created. Other Members disagreed with this and it was agreed that no further discussion should be held as it was outside the scope of this agenda item.

(ii) The tariffs for long stay parking should be increased and not those for short stay parking.

(iii) The three suggested tariffs for the Gorrell Tank car park could be confusing and there should be just one.

(iv) Whitstable lacked long stay car parks.
(v) There were insufficient car parks in Whitstable.

(vi) The report indicated that the budget requirement was to achieve a minimum 3% inflation increase yet some of the proposed car park tariffs for Whitstable were 38%. Such increases would be the death knell of the town.

AGREED

(a) (2 for, 0 against, 1 abstention) – That the Executive be informed that the current tariffs for on-street parking and off-street parking should be limited to 3%.

(b) (5 for) – That the Executive be informed that the tariff for the car park in Shaftesbury Road should remain free of charge.

JOINT TRANSPORTATION BOARD – The Board considered these proposals at its meeting on 23 November. The minute (JTB49) is as follows:

The Head of Transportation and Engineering reported upon the range of proposals that had been suggested for changes to the current off and on-street parking arrangements. He advised that the changes would be advertised for public consultation and an informal consultation process would also be undertaken.

The Board discussed the proposals and made points relating to:

(i) students should be discouraged from bringing their cars to Canterbury as they were a major cause of congestion on the district’s roads;

(ii) the proposals to introduce on-street parking bays in Central Parade, Herne Bay;

(iii) the proposals to increase permit charges in Herne Bay and Whitstable;

(iv) the views of the Whitstable Area Member Panel on the proposal to introduce a charge at the Shaftesbury Road car park and the percentage increase in charges;

(v) the varying level of increases between Canterbury and the Coastal towns; and

vi) the proposal to introduce a charge at the Reculver Towers Car Park.

RESOLVED – That the KCC Area Manager and the City Council’s Executive be informed, as appropriate, that this Boards recommendations on the proposed changes to the on and off-street parking arrangements, as identified in appendices 1, 2 and 3 of the report, now submitted, are as follows:

(a) the proposals to introduce on-street parking charges in Central Parade, Herne Bay should be withdrawn;

(b) there should be no change in the current charges for Herne Bay Residents’ (off-street), Herne Bay Market traders’ (on and off-street) and Whitstable Business Users’ (off and on-street) permits because of the low numbers that are issued;
(c) there should be a four hour time limit imposed at the Shaftesbury Road car park but that no charge should be imposed for parking in this car park;

(d) the proposed increases in Whitstable charges should be restricted to a 3% increase on the current charges; and

(e) the proposal to introduce parking charges at Reculver Towers car park, Herne Bay should be withdrawn.

The local Chambers of Commerce and other business and traders’ groups comments were as follows:

**City Centre Management Ltd and Canterbury Independent Traders’ Association:**

Representatives of CCML and CITA attended a joint meeting to consider the proposals. The main points raised were as follows:

*There was concern that the proposed increase in short stay car park tariffs was steep at more than ten percent. It was felt that the difference it is crucial to keep the short stay car parks available and affordable for visitors to the city centre. There is much more scope for increasing the charges for long stay parking. It is also important that there is a clear financial incentive for drivers to use Park and Ride. The group would not expect to see the fee to increase beyond £2 for a considerable period of time.*

*The fact that there are no proposed changes to the status of any of the car parks was particularly welcomed. The feeling was that drivers had learnt where to find long stay car parks and that it would be misleading to change the status of any of these again in the near future.*

*The groups approved of the proposed increase in charges in Whitefriars car park and agreed that the evening charge was appropriate since the car park would still offer good value.*

*It was felt that the car park at the Council Offices in Military Road is an under-used resource and the group asked for Council Officers to consider marketing the car park and pointing out the easy walk to the City Centre via Falala Way and Lady Wootton’s Green.*

*A final point was that it was felt to be a little contradictory to increase the fee for coach parking in the coach park at a time when illegal on-street coach dropping off is a serious problem in the city.*

**Canterbury 4 Business:**

The comments from the Chairman of C4B are as follows:
You are clearly aware of the danger of killing the golden goose. However, if it is accepted that there is a real necessity to achieve an additional £595,000 income the proposed changes appear to represent a fair distribution of increases.

Some of the proposed changes have the potential to cause an amount of bad feeling amongst both business and residents, therefore anything that can be done to minimise this risk would be recommended.

The proposal to reduce the discount for park and ride from 30% to 15% could easily backfire. Why not consider setting the discount at 25% for the 120-day card and 20% for the 60-day card. This may not produce all the financial gain you are seeking, but it does provide the opportunity to continue growing the number of customers purchasing cards, in turn leading to reduced traffic benefits.

**Herne Bay Chamber of Commerce:**

Herne Bay Chamber of Commerce generally supported the proposed changes to the Order with the exception of the following items:

*The Chamber opposed the proposal to implement on-street parking charges in Central Parade because it is their belief that this parking, particularly at the eastern end of Central Parade, is used by a significant number of customers of shops in the centre of the town. They are concerned that on-street charges would possibly reduce trade for some of the shops.*

*The Herne Bay Chamber also doubted that charging in the car park at Reculver would be cost effective, given the distance that maintenance and enforcement staff would have to travel to and from the car park.*

*The Chamber felt that the charges for parking cars with boat trailers in Neptune car park could be increased to £5 in the summer and £2 in the winter. It was also felt that there should be a charge for parking jet ski trailers in the car park.*

**Whitstable District Chamber of Commerce:**

The comments of Whitstable District Chamber of Commerce were as follows:

*The Chamber would prefer the long stay charges on Saturday to be £1 for up to 3 hours and £2 for 3 to 24 hours. This would allow a longer initial period for shoppers and car park users are more likely to be carrying £1 coins to pay the parking fee.*

*Generally the short stay charges should be skewed further to make short periods cheaper and longer stays more expensive to encourage turnover of parking places.*

*A time limit is preferred in Shaftesbury Road car park rather than charges and the Chamber expressed an interest in linear tariffs for short stay car parks.*

*It was felt that people working in the town should be encouraged to park in Gorrell Tank and to leave the short stay car parks free for shoppers.*
Finally, a permanent one-way system in Oxford Street and High Street was suggested, with 20 minute parking bays and zoned parking for loading and unloading.

Whitstable Society and Whitstable Improvement Trust

Mr Graham Cox of the Whitstable Society and WIT submitted a written representation and spoke to it to at the WAMP meeting on Monday 22 November.

The main points in Mr Cox’s submission are:

The car park charging structure should be changed so that

1. at the very least , short stay parking of an hour or less is not discriminated against and

2. ideally that short stay parking of, especially of an hour and less, is made more attractive relative to longer stays.

The WIT voted through the principle of making short term parking more attractive compared to longer term parking at their last meeting of trustees.

Mr Cox’s full submission forms Appendix 8 of this report.

Kent Invicta Chamber of Commerce

The comments of the Invicta Chamber of Commerce were as follows:

A principal concern of the proposals from the business user angle is the proposed removal of business permit parking in Hawks Lane and St Johns Lane. These are located in areas within convenient distance of the business district in Canterbury. Most users are accessing their cars on a regular basis during the working day; close proximity of parking and certainly of location is a vital ingredient of maintaining non-retail business in the city centre. Travelling to and from meetings is time critical. Having non-designated spaces will mean business users having to tour the city to find space when they return to their office during the course of the working day, building in delay and inefficiency. If the Council is serious in its wish to maintain a mixed user in the city centre (which from the submissions made during the course of the recent local plan public enquiry appears to be the case) then this part of the proposed parking policy needs review. The report does not indicate whether a greater number of business permits will be issued next year. There is currently a lengthening waiting list for permit which is of concern; the inability of businesses to provide parking for key staff is stifling recruitment and expansion. What is proposed to be done about this?

Land Securities

The following comment was received from Land Securities:

The proposed increase of 20% on the daytime tariff in Whitefriars car park represents a steep rise to impose when the car park has only been open for a number of months. If the change could be deferred for a further six months this would be more
acceptable to Whitefriars’ customers given that the development would by then be fully open.

Land Securities are fully in favour of the proposal to change the charge to a flat fee of £1 after 7pm.

Kent Invicta Chamber of Commerce

The following comments have been received from the Kent Invicta Chamber, in addition to their comments detailed in the main report:

In particular, there is concern about the scale of increases being proposed in Canterbury which are substantially out of line with inflation and in double figures in all cases; the percentage increases are added by way of illustration below:

Long stay tariffs could be adjusted;

The current 1-2, 2-3 and 3-24 hour tariffs could be increased from £1.20 to £1.40 and £1.80 to £2.10 and £5.00 to £6.00 respectively.

Estimated additional revenue, £65,000 p.a. (16.67% increase)

Parking charges were introduced to Cow Lane and Maynard Road car parks 2 years ago with no tariff change last year.

It is suggested that these be increased from 50p to 60p (20% increase) for up to 5 hours and from £1.00 to £1.50 for 5 to 24 hours (50% increase).

Estimated additional revenue, £8,000 p.a.

Short Stay "linear" tariffs could also be adjusted.

If the current hourly rate equivalents were increased by 10p from the present 60p, (16.67% increase) 70p (14.35% increase) and 80p rates (12.5% increase);

This increase in short stay tariffs erodes the differentials with the Whitefriars MSCP, which is now established and proving a popular car park. Tariffs there should be increased to £1.20 per hour (20% increase) with a minimum payment of 60p. After 7.00pm, a flat rate tariff of £1.00 should be introduced.

Tariffs at Kingsmead coach park could be increased from £8 to £10 (25% increase), this could generate an additional £15,000 p.a. if coach numbers were to remain constant.

Additionally, it is proposed that Hotel and Guesthouse visitor permits be increased in price from £1.00 to £1.50 (50% increase) and from £3.60 to £4.60 (27.7% increase).

2. Tariff Changes in Whitefriars Car Park

Schedule 2 to the Car Park Management Agreement between the City Council and Ravenseft Properties Limited states that the tariff will be set at ‘the appropriate premium rate for short stay city centre car parks’.
List of background papers (excluding published works) for this report:-
None.

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