



Cabinet

14 March 2023

Revised Off Street Car Parking Strategy 2023 - 2027

Report of the Director – Neighbourhoods

Cabinet Portfolio Holder for Environment and Safety, Councillor Rob Inglis

1. Purpose of report

- 1.1. This report sets out the key elements of the revised Rushcliffe Off Street Car Parking Strategy 2023-2027 and the future plans for how Rushcliffe will continue to manage its off street car parking provision as well as reflecting on previous successes since the approval of the Council's first Off Street Parking Strategy by Cabinet on 15 May 2018.
- 1.2. Rushcliffe Borough Council is committed to an ambitious programme of work aimed at contributing to the economic prosperity of the borough and off street car parking is an important supporting factor. To underpin this, the Council has revised its previous Off Street Car Parking Strategy that ran from 2018 to 2022.

2. Recommendation

It is RECOMMENDED that Cabinet:

- a) Approves the Council's revised Off Street Parking Strategy 2023-2027
- b) Agrees that the Director for Neighbourhoods be delegated to make minor amendments to the Strategy, in consultation with the relevant Portfolio Holder, to ensure the technical and legal accuracy of the document during its lifespan.

3. Reasons for Recommendation

- 3.1 The revised Off Street Car Parking Strategy continues to seek to:
 - Formulate policy and provide guidance and direction for the future delivery of the off street car parking service across the Borough
 - Raise awareness among Members, officers, partners and the public about the car parking challenges facing the Borough and the Council's actions in response
 - Position the Council as forward-looking in regard to how it continues to focus on off street car parking provision
 - Cover the framework for the operational day to day running of parking services across Rushcliffe which has been delivered since September

2014 through a shared services partnership agreement with Broxtowe Borough Council

- Continue to deliver cost effective and efficient off street car parking provision.

4. Supporting Information

- 4.1. This revised strategy addresses the supply and management of the Council's off street car parks. It is a living document and as such, it will constantly change and flex to meet the challenges, needs and best interests of Rushcliffe. The strategy does not cover on street parking which is the responsibility of Nottinghamshire County Council. However, it is noted that they are closely linked alongside other elements of the Local Transport Plan.
- 4.2. The Council operates 29 off street regulated car parks with 13 being enforced by Civil Enforcement Officers, and levies pay-and-display charges on 8 of the locations. The Council prioritises short stay car parking over long stay provision. Whilst there is a range of stay provisions from up to 2 hours to 12 hours maximum, the Council operates a non-uniform tariff policy based on local need and usage.
- 4.3. The Council's off street parking strategy is designed to encourage short-stay parking and to reflect local variations in the demand for parking. The shoppers and short-stay car parks are intended to have a higher number of users per day, encouraging use of local shops, businesses and community services. Parking spaces need to be readily available to support the economic vitality and resilience of market town centres, with the higher turnover of spaces allowing more users to be accommodated per space.
- 4.4. The revised strategy will continue to focus on the ten main car parking objectives identified in the previous off street car parking strategy 2018-2022. The objectives are outlined below:
 - Manage parking in order to maintain the vitality and viability of district and town centres by ensuring the needs of shoppers and visitors are prioritised
 - Manage parking provision to ensure that it encourages short stay rather than all-day parking
 - Manage parking enforcement in a fair and consistent manner
 - Manage parking in order to improve traffic flow and reduce congestion
 - Manage parking to encourage the use of more sustainable modes and smarter choices
 - Provide access to key services for people with special needs and mobility difficulties by providing appropriate parking spaces
 - Contribute to the reduction of Carbon Dioxide and Nitrogen Dioxide emissions
 - Minimise the negative impacts of parking on the streetscape and environmentally sensitive areas
 - Improve the efficiency of the Council's parking services
 - Provide revenue to reinvest in parking services to support local economic and social vibrancy.

- 4.5. Since the introduction of the off street car parking strategy in 2018 considerable progress has been made in addressing some of the immediate short term and medium term aims identified in the strategy and these are covered below.
- 4.6. A new consolidated parking order was completed in March 2020 following a review of all Council owned car parking spaces. A Civil Enforcement consolidated parking order is a legal requirement that underpins the Council's car parking arrangements in relation to charging, space availability and turn over and other required parking enforcement regulations such as maximum stay times, no return periods and other relevant local information which may differ on each car park dependent on local needs.
- 4.7. Working closely with Midlands Energy Hub the Council has been successful in securing over £1 million in funding to provide a number of vehicle charging points across the Borough both in some off street car parks as well as at Council owned facilities such as Gresham Sports Complex and Rushcliffe Country Park (to be operational shortly). In addition to the charging points installed at Cotgrave, Radcliffe on Trent and Keyworth, a new solar canopy charging hub was also built and installed at Gamston Community Centre car park.
- 4.8. Discussions remain ongoing to look at how we can provide further charging points across other parts of the Borough subject to further grant funding becoming available.
- 4.9. As a result of the pandemic, car parking income and usage was compromised but to support the local economy the Council developed and implemented a range of initiatives such as 'Free after 3pm' and free evening charging to encourage usage and help support the local economy in its recovery. Income from pay and display payments and general car park usage is now back in line with pre pandemic data.
- 4.10. The addition of users being able to pay via RingGo has offered an alternative and flexible way of managing car parking stays with an initial 5% take up within the first 2 months of introduction; this has continued to grow over the last few years. In January 2023, RingGo accounted for 36% of all payments made for pay and display (33% card and 31% cash).
- 4.11. In July 2018, changes were made to the parking order and tariff for the main Bunny Lane Car Park in Keyworth to help create more short term stay spaces whilst also offering a small charge for those wishing to stay for longer than the 2 hour free period.
- 4.12. In April 2021, a number of Council owned car parks achieved the nationally accredited Park Mark award. A Park Mark is awarded to parking facilities that pass a rigorous risk assessment conducted by the Police and the British Parking Association. They include passing management and maintenance standards of the facility, ensuring that there are appropriate levels of surveillance, lighting, signage and cleanliness. These criteria are known to

reduce the opportunity for crime and create a safer environment for the motorist and their vehicle. These awards have since been retained for the past two years.

4.13. As part of the revised Off Street Car Parking strategy 2023-2027 a revised list of short, medium and long term initiatives will underpin service delivery plans as we continue to develop our off street car parking provision to reflect any changes needed or respond to changing business and consumer needs and demand.

4.14. Whilst the focus will be to continue to manage the day to day operational requirements for our off street car parks, future initiatives included in the revised strategy will look to:

- Liaise with Bingham Town Council in their review of long stay car parking and the potential provision by the Town Council of a new long stay car park in the town centre to support local parking needs
- Further increase the number of drivers using contactless and RingGo payment options.
- Assess the feasibility to explore a reduction in pay & display machines as the trend continues with more on line transactions via the RingGo app.
- Review the permit cost and number of season tickets being issued for Rushcliffe Country Park annually
- Review current enforcement arrangements with Nottinghamshire County Council including the option of changing to an insourced model of delivery for off street car parking enforcement
- Assess remaining car parks which may meet the criteria for further Park Mark safety awards
- Work with Nottinghamshire County Council and Nottingham City Council to develop further electric vehicle charging across the Borough including provision in West Bridgford following the recent upgrade in electricity supply in the area
- Review the provision of infrastructure for motorcycles, scooters/e-scooters, cycles/e-cycle.
- Review and assess provision for dedicated off street parking for medium and large wheel-chair assisted vehicles.

5. Alternative options considered and reasons for rejection

5.1. The Council could decide not to proceed to adopt this revised Off Street Car Parking strategy, as it is not a legal requirement; however the reasons stated in paragraph 3.1 provide a strong driver to support the adoption of this revised strategy to continue to help shape future off street car parking provision and its operational delivery.

6. Risks and Uncertainties

6.1. There are no new risks associated with the adoption of this revised strategy and any risks associated with the delivery of the Council's car parking function

are routinely assessed and where necessary captured in the Council's corporate and operational risk registers.

7. Implications

7.1. Financial Implications

7.1.1. Parking charges are regularly reviewed as part of the budget setting process and any changes will be dealt with through the Council's usual reporting procedures.

7.1.2. Given the current economic climate and financial challenges, it is envisaged that the vast majority of the actions outlined in the revised strategy will be achieved within existing secured and projected resources and budget available to the Council and its partners. In particular, the Council will continue to seek grant funding, supported by the Climate Change Reserve funding where appropriate, to support the further growth of electric vehicle charging points which has proved successful so far.

7.1.3. Off street car parking brings in income as a result of pay and display charges which may differ across different car parks dependent on the local need and conditions in place. The income is used to cover running costs and future developments and investment in our off street car parks. As has been previously covered, income is now back at pre pandemic levels and usage remains consistent with what was recorded before March 2020 and the pandemic. Income from pay and display car parks was £631,450 in 2021/22 and is expected to exceed £748,000 in 2022/23. The Council also receives an income from the surplus generated by enforcement activities carried out for off street parking. In 2021/22 this amounted to £4083.

7.2. Legal Implications

There are no legal implications as there is no statutory requirement to produce an off street car parking strategy.

7.3. Equalities Implications

The strategy will provide access to key services for people with special needs and mobility difficulties by providing appropriate parking spaces.

7.4. Section 17 of the Crime and Disorder Act 1998 Implications

The Council has a number of car parks now accredited with the Park Mark award as highlighted in 4.12, above. The assessment includes a rating given to the overall safety off car parks for users. To obtain the award, a parking facility must achieve an effective combination of active management procedures and commensurate preventative security measures. Customers

are assured that there is a commitment to providing a high-quality, safe parking facility. The Council now has 16 Park Mark safety awarded sites.

8. Link to Corporate Priorities

Quality of Life	The revised strategy will continue to manage parking to encourage the use of more sustainable modes and smarter choices and will provide access to key services for people with special needs and mobility difficulties by providing appropriate parking spaces. Park Mark accreditation will continue to ensure our offer street car parks offer a safe place for users
Efficient Services	Car parking charges will be regularly reviewed to ensure fair and proportionate charging meets the needs of local users. Car parking enforcement will be carried out in a fair and consistent manner
Sustainable Growth	To maintain the vitality and viability of district and town centres by ensuring the needs of shoppers and visitors are prioritised car parking is managed to wherever possible meet the local need and encourage short stay rather than all-day parking
The Environment	The revised strategy will continue to manage development of the electric vehicle charging infrastructure across the Council's off street car parks. It will also look to manage provision for alternative transport methods to encourage healthy lifestyle, e.g., cycle hubs, e-scooter and e-bike charging which will benefit the environment. We will continue to develop the use of technology to reduce carbon footprint and energy consumption e.g., pay by phone apps. and contribute to the reduction of CO2 and NOx emissions

9. Recommendations

It is RECOMMENDED that Cabinet:

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For more information contact:	Dave Banks Director of Neighbourhoods Tel: 0115 9148438 dbanks@rushcliffe.gov.uk
Background papers available for Inspection:	Report to Cabinet May 2018 Off Street Car Parking Strategy Rushcliffe Off Street Car Parking Strategy 2018 - 2022
List of appendices:	Revised Off Street Car Parking Strategy 2023 - 2027