



Rushcliffe
Borough Council

Cabinet

15 May 2018

Draft Off Street Car Parking Strategy 2018 - 2022

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Report of the Executive Manager – Neighbourhoods

Cabinet Portfolio Holder for Community and Leisure Councillor D Mason

1 Summary

- 1.1. This report sets out the key elements of the new draft Rushcliffe off street car parking strategy and the future plans for how Rushcliffe will continue to manage it's off street car parking provision. This report also includes a copy of comments received in Appendix A, as part of the consultation process carried out, and the draft strategy in Appendix B along with a summary and action plan of short, medium and long term objectives to cover the period 2018 through to 2022.
- 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 developed its first draft off street car parking strategy. The development of this strategy is based on a comprehensive understanding of the off street parking, supply and demand position in Rushcliffe, as well as the parking experience of local residents, businesses and visitors to our towns and countryside.

2. Recommendation

It is RECOMMENDED that Cabinet;

- a) approve the draft Off Street Car Parking Strategy (Appendix B), and
- b) the Executive Manager 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 draft Off Street Car Parking Strategy seeks 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 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 therefore discussions and feedback has taken place and the comments received from the County Council have been incorporated in the development of this draft Off Street Car Parking strategy.
- 4.2 The Council operates twelve off street, regulated and enforced car parks, and currently levies pay-and-display charges at six of the locations. Linking in with supporting economic growth the Council seeks to prioritise short stay car parking over long stay provision in its current car parking assets. Whilst there is a range of stay provisions from up to 2 hours to 12 hours maximum, the Council takes into account a range of place based factors and operates a non-uniform tariff policy based on local need and usage.
- 4.3 In these regulated and enforced car parks over 660 public spaces are situated in West Bridgford, Bingham, Keyworth, Radcliffe on Trent and Rushcliffe Country Park, for use by shoppers, visitors and residents. Currently only the West Bridgford car parks, Bingham (Union Street and Needham Street) and Rushcliffe Country Park are pay-and-display; all others are free, although there are plans to introduce some form of short stay parking at Bunny Lane Car Park in Keyworth following local demand, liaison with local ward members and the Parish Council.
- 4.4 It should be noted that whilst the Council owns other car parks in various parts of the Borough, these are not regulated and therefore enforcement cannot currently take place. One of the short term aims identified is to consider regulating other council owned car parks across the Borough under one new parking order. This will enable decisions to be made in the future over potential charging and enforcement should it become consider necessary based on local need and usage factors.
- 4.5 The strategy lists ten new car parking objectives clearly linked to the Council's three Corporate Priorities, the ten new 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

4.6 This new overarching draft strategy encapsulates how the Council will effectively manage its car parks to reflect local circumstances, promote sustainable transport choices through provision of sustainable parking options, maintain high quality and safe parking facilities, set parking charges which facilitate commercial vibrancy and economic growth, promote sustainable and active travel, and enforce parking regulations consistently and effectively, in a transparent manner.

4.7 In order to help shape the final document a public consultation exercise was carried in accordance with the details in Table 1 below. This incorporated a report presented to the Community Development Scrutiny Group, and the document has been changed where applicable to reflect both comments received from the Community Development Group and as part of the overall consultation process. Further detail on the consultation comments received and the Council's response can be found in the summary table in Appendix A whilst the final the Off Street Car Parking Strategy is attached at Appendix B.

Table 1

Send out for public consultation	12 February 2018 to 9 March 2018
Share and receive feedback from Community Development Group	20 February 2018
Collate feedback from consultation	12 – 16 March 2018
Present final off street car parking strategy to Cabinet for formal adoption	15 May 2018

4.8 A number of comments were received as part of the consultation exercise which related to matters outside of the scope of the Off Street Car Parking Strategy. Such examples of feedback are included below however all such comments will be shared with Nottinghamshire County Council as the Highway and Transport Authority and any other relevant agency.

- Various comments received in regard to cycle lanes and road safety for cyclists
- Comments received on the future provision of more park and ride locations
- Comments received on more resident permit schemes and reducing the speed limit in areas within West Bridgford
- Lack of parking restrictions and yellow lines in various locations

5 Other Options Considered

5.1 The Council could continue to not have an 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 strategy 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 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 Finance

7.1 Given the current economic climate and financial challenges, it is envisaged that the vast majority of the actions outlined in the new strategy will be achieved within existing secured and projected resources and budget available to the Council and its partners.

7.2 Off street parking provides the Council with an income stream through car parking charges and the issuing of fixed penalty notices which is offset against the costs of running and maintaining the car parks and associated resourcing. Income from parking charges for 2017/18 was £673,000 which included the introduction of new tariffs and compulsory charging at Rushcliffe Country Park. The Council also receives an income from the surplus generated by enforcement activities carried out for off-street parking. In 2017/2018 this amounted to £39,000.

7.3 Changes to car parking provision will have cost implications and may lead to changes in car parking charges. These will be dealt with through the Council's usual reporting processes regarding the budget.

8 Legal

8.1 There is no statutory requirement to produce an Off Street Car Parking Strategy. However, feedback from the Council's Senior Solicitor has been incorporated into the formulation of the Off Street Car Parking Strategy.

9 Corporate Priorities

9.1 The new draft Off Street Car Parking Strategy links in and directly supports all three of the Council's corporate priorities which are:

- Deliver economic growth to ensure a sustainable, prosperous and thriving local economy
- Maintain and enhance our residents' quality of life
- Transform the Council to enable the delivery of efficient high quality services.

For more information contact:	David Banks Executive Manager - Neighbourhoods 0115 914 8438 email dbanks@rushcliffe.gov.uk
Background papers Available for Inspection:	None.
List of appendices (if any):	Appendix A – Consultation Comments Appendix B – Off Street Car Parking Strategy and Action Plan 2018 - 2022