

**Report of: Strategic Director, Physical Environment**

**To: Executive Board**

**Date: 20<sup>th</sup> February 2006**

**Item No:**

**Title of Report : Parking and Penalty Charges**



### Summary and Recommendations



**Purpose of report:** Proposed changes to Central Area and Suburban car park tariffs and to increase penalty charges.



**Key decision:** Yes

**Portfolio Holder:** Councillor Ed Turner

**Scrutiny Responsibility:** Finance Scrutiny Committee



**Area(s) affected:** All

**Report Approved by:** Councillor Ed Turner, Sharon Cosgrove – Strategic Director, Mike Baish – Finance, Lindsay Cane – Legal Services



**Policy Framework:** Improving transport and mobility and maintaining financial stability



**Recommendation(s):**



1. To set the strategy for 2006/2007 financial year of raising the suburban car park tariffs by an overall 15%, actual tariff charges to be determined by the relevant area committee.



2. To raise the level of penalty charges, for all car parks, to £100 discounted to £50 if paid within 14 days



3. Raise the central area tariff by 5% to the nearest 10p.

All such increases in charges to be justified in accordance with the principles set out in this report.

## 1. **SUMMARY**

- 1.1 This report proposes changes to the Central Area tariffs at off street car parks, changes to the Suburban car park tariffs and to increase the level of penalty charges in all car parks. It also reviews the income for each of the suggested changes.

## 2. **COUNCIL'S VISION**

- 2.1 The proposal supports the Council's vision by Improving Transport and Mobility and maintaining financial stability.

## 3. **BACKGROUND**

- 3.1 Under clause 3:3-4, (b) of the Constitution it is the responsibility of the Executive Board to agree any strategy for the setting of fees and charges. It is due to this clause that the Executive Board is recommended to set a level of increase in parking charges at suburban car parks but for the relevant Area Committee to set the actual values of the tariffs in order to achieve the overall strategic requirements set by the Executive Board.
- 3.2 Tariffs at the suburban car parks were last changed in 2001 when the Sunday charges were raised to that of the Monday to Saturday charges as a result of the increase in Sunday trading, penalty charges were also increased at this time.. Previous to this change in 2001 the last previous general review of tariffs was in 1998.
- 3.3 The central area tariff was last increased in August 2005.
- 3.4 The values of penalty notices were increased some years ago to the present level, after that increase the number of penalties issued remained almost static. However over the last two years the number of penalties issued has begun to rise. This indicates that the deterrent factor they are supposed to have is not working. It is therefore recommended to increase the penalty values to further encourage the correct parking payment amounts through the payment machines.
- 3.5 As part of the budget setting process for 2005/2006 the Council assumed that savings of £220,000 per annum could be achieved from 2006/2007 onwards through reviewing the delivery of car parking services.

## 4. **JUSTIFICATION FOR AN INCREASE IN TARIFFS**

- 4.1 As a general rule local authorities should set fees and charges to cover the cost of service provision plus a prudent margin of excess. The exception to this is where charges are set to secure a particular policy objective, when a greater surplus may be budgeted for. In seeking to impose these increases

the Council is relying on promoting and achieving the following policies and strategies.

- 4.2 The Oxford Transport Strategy has been endorsed jointly by this Council and the County Council and seeks to encourage owners of private vehicles to use other means of transport and to deter commuter or long term parking in the city centre.
- 4.3 The clear intention of the Oxford Transport Strategy was and still is to encourage long term parkers and commuters to use the park and ride car park facilities.
- 4.4 There are a number of paragraphs in the Oxford Local Plan that refer to car usage and matters related to car parking.
  - 3.9.1 The aim of the City Council's transport policy is to reduce the need to travel, particularly by private car, and to encourage travel by walking, cycling and public transport. The City Council's objective is to manage the available resources to further this aim.
  - 3.9.2 The City Council wishes to reduce reliance on the private car, particularly for journeys to work. Commuters travelling by car create congestion at the peak periods. When not needed for operational purposes, their vehicles may block valuable space during the working day whether on street, in public car parks or in private parking areas.
  - 3.9.3 Traffic movements into and out of the City centre are largely a product of the availability of car parking there. The City Council will seek to reduce these movements.
  - 3.9.4 .....public off-street car parking is intended mainly for short stay visitors including shoppers.
- 4.5 Since the last tariff increase at the suburban car parks there has been an increase in the RPI-X of 16% . The costs to the Council of providing the car parking facilities have been subject to a similar increase.

## 5. **RECOMMENDATIONS**

- 5.1 A straight 15% increase in income, based on current income, from each suburban car park. The actual value of the charges to be determined by the relevant Area Committee. Existing tariffs are shown in **Appendix 1**
- 5.2 To increase the penalty charges from £80 discounted to £40 if paid within 14 days to £100 discounted to £50 if paid within 14 days.
- 5.3 To raise the central area tariff charge by 5% rounded up to the nearest 10p. Existing and proposed tariffs are shown in **Appendix 2**.

## 6. PROCEDURES

- 6.1 Where a local authority proposes to give notice of variation which would be likely to have a direct effect on traffic, or any class of traffic, on a road for which it is not the traffic authority, the local authority shall before giving the notice send a draft of it to the traffic authority for that road.
- 6.2 It is anticipated that the increase in tariffs could be in place by the second quarter of the 2006/2007 financial year. Therefore only a half of the full year income has been put into the 2006/2007 budget for Transport & Parking

## 7. FINANCIAL IMPLICATIONS

- 7.1 Each recommendation is anticipated to produce the following additional income in a full year.

Recommendation 1 – Increasing suburban tariffs, £55K (assuming a 5% resistance factor)

Recommendation 2 – Increasing penalty charges, £57K

Recommendation 3 – Increasing central tariff, £68K (assuming a 2.5% resistance factor.)

## 8. STAFFING IMPLICATIONS

- 8.1 There are no staffing implications as a result of this proposal.

### **Name and contact details of author:**

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**Background papers:** None



## OPTION 1

**EXISTING PARKING TARIFF****Ferry Pool & Union Street**

	MONDAY TO SUNDAY 0800 – 1830						ALL OTHER TIMES
0 to1 hour	1 to 2 hour	2 to 3 hour	3 to 4 hour	4 to 6 hour	6 to 8 hour	8+	
£0.50	£0.50	£1.00	£2.00	£4.00	£6.00	£10.00	£0.50

**EXISTING PARKING TARIFF****Summertown**

	MONDAY TO SUNDAY 0800 – 1830						ALL OTHER TIMES
0 to1 hour	1 to 2 hour	2 to 3 hour	3 to 4 hour	4 to 6 hour	6 to 8 hour	8+	
£0.50	£0.50	£1.50	£3.00	£5.00	£7.00	£10.00	£0.50

**EXISTING PARKING TARIFF****Headington & St Leonards Road**

	MONDAY TO SUNDAY 0800 – 1830						ALL OTHER TIMES
0 to1 hour	1 to 2 hour	2 to 3 hour	3 to 4 hour	4 to 6 hour	6 to 8 hour	8+	
£0.50	£0.50	£1.00	£1.00	£4.00	£6.00	£10.00	£0.50

**EXISTING PARKING TARIFF****St Clements**

	MONDAY TO SUNDAY 0800 – 1830						ALL OTHER TIMES
0 to1 hour	1 to 2 hour	2 to 3 hour	3 to 4 hour	4 to 6 hour	6 to 8 hour	8+	
£0.50	£1.00	£2.50	£5.00	£8.00	£12.00	£15.00	£0.50

**APPENDIX 2**

**OPTION 3**

**EXISTING & PROPOSED PARKING TARIFF**

**Westgate, Worcester Street, Oxpens, Abbey Place**

	MONDAY TO SUNDAY 0800 – 1830						ALL OTHER TIMES
0 to 1 hour	1 to 2 hour	2 to 3 hour	3 to 4 hour	4 to 6 hour	6 to 8 hour	8+	
£1.90	£3.00	£4.80	£6.00	£9.70	£14.50	£18.20)	£1.50
(£1.80)	(£2.90)	(£4.60)	(£5.80)	(£9.20)	(£13.80)	(£17.30)	(£1.40)

Existing charges in brackets.

**Gloucester Green Underground**

	MONDAY TO SUNDAY 0800 – 1830						ALL OTHER TIMES
0 to 1 hour	1 to 2 hour	2 to 3 hour	3 to 4 hour	4 to 6 hour	6 to 8 hour	8+	
£2.40	£3.70	£5.50	£7.20	£11.40	£16.80	£20.50	£2.10
(£2.30)	(£3.50)	(£5.20)	(£6.90)	(£10.90)	(£16.00)	(£19.60)	(£2.00)

Existing charges in brackets