

**Report to** Norwich Highways Agency committee  
20 September 2018  
**Report of** Head of city development services  
**Subject** On-Street Parking Charges Review

Item

12

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**Purpose**

This report considers the current level of on-street parking charges and recommends that there is no change this year.

**Recommendation**

To agree not to increase on-street parking charges this year for the reasons as set out in the report.

**Corporate and service priorities**

The report helps to meet the corporate priority value for money services

**Financial implications**

None

**Ward/s** Thorpe Hamlet/ Mancroft

**Cabinet member:** Councillor Stonard - Sustainable and inclusive growth

**Contact officers**

Bruce Bentley - Principal transportation planner 01603 212445

Joanne Day – Parking manager (operations) 01603 212453

**Background documents**

None

# Report

## Background

1. On-street parking charges were reviewed in September 2017, and an increase in on-street charges was implemented in May 2018. Off-street parking charges are reviewed annually, and a report on these is also before the committee today. Historically, the council has always aimed to keep the on-street charges just above those of comparable off-street car parks. This is to encourage the use of the off-street car parks and manages demand to ensure that the premium on-street spaces are readily available when needed. The on-street parking spaces also offer the ability to pay for 15 minute increments rather than whole hours, which is not available in any off-street car park; this is another reason that a premium rate should be charged.
2. It is only just over three months since the most recent price changes in on-street charges were implemented.

## NATS Strategy

3. The existing overall parking strategy for the city is to ensure that parking within the city centre favours short and medium stay use, with the overall provision of off-street parking capped at a maximum of 10,000 spaces (currently, the level of off-street public car parking in the city centre stands at around 9790 spaces.) The level of parking within the city centre is such that solely providing short and medium stay parking results in underuse of the car parks, and hence longer stay tariffs are routinely available. However, as the city expands, and demand increases, this will increasingly favour the desired short and medium stay provision, with longer stays being catered for by 'Park and Ride'.

## Current charging

4. On-street parking charges are currently levied during the day only, Monday to Saturday. Charges in Band A (the most centrally located spaces) are £2.50 per hour (£1 for the first fifteen minutes, and a further 50p for each 15 minutes thereafter) whilst the lower band is charged at £1.70 per hour (80p for the first 15 minutes and a further 30p per 15 minutes thereafter).
5. There is a separate report on this agenda that details the charges for the city council owned off-street car parks, and the charges levied at other privately owned parking facilities. Only NCP St Stephens charges more per hour than the current on-street charges with most centrally located car parks charging between £1.40 and £2.00 per hour. The cheapest centrally located car parks are now £1.20 per hour.
6. The current charging regime for on-street parking spaces therefore achieves the aim of achieving a charge rate above that of comparable off-street parking spaces.
7. The primary purpose of charging for on-street spaces is to cover the costs of managing the limited on-street parking in the city centre, and not to raise income. However, the increased charges have not been operational for a long enough period to determine how usage has been affected by the increases. Last year (2017/8), the service did cover its operational costs.

## **Frequency of review of on-street charges**

8. Off-street car parks are usually serviced by a few relatively sophisticated payment machines that can take coins, notes and electronic payments, and can also give change. By contrast, on-street machines service only a few parking spaces each and are therefore provided with less sophisticated payment machinery. Consequently, these on-street machines accept coins only, and do not give change.
9. Altering the on-street machines to revised tariffs is therefore disproportionately expensive for on-street payment machines, due to the high number needed for relatively few spaces. In addition, when setting prices, it is important to consider the ease with which the payment can be made in denominations that customers are likely to have, so small incremental changes which result in odd amounts are not practical as it is less likely that the customer would have the correct money, and would not receive any change. Consequently, the review of on-street pricing tends to be every four or so years, as prices are varied in the city's off-street parking provision. This also means that price rises, when they occur, do seem large by comparison with the small incremental rises seen at the off-street sites.

## **Future Changes**

10. As part of the forthcoming update of the Transport for Norwich Strategy, charging on-street in the evening and on Sundays is expected to be considered. Should this proceed, this would require the review of all the existing single yellow lines within the city centre that currently permit free parking during these times.

## **Conclusions**

11. Charges for on-street parking were increased at the end of May this year, and the impact of those changes on usage and income has yet to be determined. The cost of updating the many machines that service only comparatively few parking spaces and the need to ensure a simple pricing structure also means that regular updating of charges for the on-street spaces is impractical. The current charges also maintain the premium rate over off-street car parks. Consequently, no changes are recommended this year.

## Integrated impact assessment



**NORWICH**  
City Council

### Report author to complete

<b>Committee:</b>	Norwich Highways Agency committee
<b>Committee date:</b>	20 September 2018
<b>Director / Head of service</b>	Andy Watt
<b>Report subject:</b>	On-street parking charges review
<b>Date assessed:</b>	June 2018
<b>Description:</b>	

	Impact			
<b>Economic</b> (please add an 'x' as appropriate)	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Finance (value for money)</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No changes are proposed this year
<b>Other departments and services</b> e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No changes are proposed this year
<b>ICT services</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No changes are proposed this year
<b>Economic development</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No changes are proposed this year
<b>Financial inclusion</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No changes proposed this year
<b>Social</b> (please add an 'x' as appropriate)	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Safeguarding children and adults</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
<b><u>S17 crime and disorder act 1998</u></b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
<b>Human Rights Act 1998</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
<b>Health and well being</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments

	Impact			
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	On-street parking operations already take account of the needs of affected protected groups
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	On-street parking operations already take account of the needs of affected protected groups
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Managing parking provision reduces the need to drive around to find a free space
Natural and built environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No specific comments
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No specific comments
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No specific comments
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments

	<b>Impact</b>			
<b>Risk management</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments

<b>Recommendations from impact assessment</b>	
<b>Positive</b>	
none	
<b>Negative</b>	
none	
<b>Neutral</b>	
none	
<b>Issues</b>	
none	