

# Executive

## Pre Order Consultation - Car Parking Proposals

6 December 2010

### Report of Head of Safer Communities, Urban and Rural Services

#### PURPOSE OF REPORT

- To advise Members on the feedback from the Pre Order consultation on car parking proposals.
- To decide on final proposals.

This report is public

#### Recommendations

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The Executive is recommended:

- (1) To note the feedback from the pre Order consultation.
- (2) To authorise formal Order Making on final proposals for implementation on, or as soon after, 1 March as is possible.

#### Executive Summary

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##### Introduction

- 1.1 A range of car parking proposals have been considered as part of service development for 2011/12, and through the budget preparation process.
- 1.2 These were advertised informally in October with key agencies and consultees in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 1.3 The full feedback from this process will be tabled at the meeting as the deadline for receipt falls after the agenda is issued.

##### Proposals

- 1.4 The proposals consulted on are
  - **Increase in car parking charges.** Consideration will be given to charges being increased by 10p per hour (Banbury from 70p to 80p per hour, Bicester

from 60p to 70p per hour and all other hourly charges by a 10p multiple per hour). Commencement of charging hours to be brought forward from 8.00 am to 7.00 am.

- **Introduction of charges for Blue Badge holders.** Consideration will be given to all blue badge parking becoming chargeable. Charging to be in line with standard hourly rates, but with one additional hour free of charge at all car parks (excluding drop off/pick up bay at Bridge Street, Banbury).
  - **Introduction of evening charges.** Consideration will be given to charges being introduced from 6.00pm to 12.00 midnight at all car parks, at a charge of 50p per two hour /part two hour period.
  - **Increase of Excess Charge Notice charges.** Consideration will be given to Excess Charge Notice levels being increased by £10 for each contravention. A 'Premium Charge' of £100 to be introduced for failure to pay within specified timescale, in line with civil parking enforcement regime.
  - **Season tickets.** Pricing structure to be retained in line with increase in pay and display charges. Consideration will be given to a greater discount being offered to encourage further take up.
  - **Bringing Sunday and Bank Holiday charges in line with Monday-Saturday charges.** Consideration will be given to charging hours being brought into line with the rest of the week and hourly charges to be revised on the same basis.
  - **Charging on Good Friday, Easter Sunday, Christmas Day, Boxing Day and New Year's Day.** Consideration will be given to introducing charges on these days in line with standard hourly rates.
- 1.5 It is also intended that the amendments that were discussed and agreed in May 2010 for the changes to car parking in Bicester as a consequence of the town centre redevelopment, be formally advertised and implemented at the same time as these proposals.
- 1.6 These proposals, if adopted, would require amendment to the Orders which currently regulate the Council's off-street car parks. It is now intended that those proposals that are agreed be introduced in March 2011.
- 1.7 To implement on 1 March 2011 requires formal advert week commencing 13 December 2010.

## **Conclusion**

- 1.8 The feedback from pre Order consultation will help guide final proposals for formal advertising of revised car park Orders to be effective on or as soon after the 1 March 2011.

## **Background Information**

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- 2.1 The full pre Order consultation summary-To be tabled at the meeting.

## **Key Issues for Consideration/Reasons for Decision and Options**

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- 3.1 Members to consider the feedback from pre Order consultation and to determine final proposals to be formally advertised.

The following options have been identified. The approach in the recommendations is believed to be the best way forward

**Option One** Consider the feedback from pre-Order consultation to assist in determining final car park proposals.

**Option Two** Disregard the feedback.

## **Consultations**

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**Statutory, voluntary and local agencies.** Feedback included at Appendix 1. Further consultation feedback to be presented at the meeting.

## **Implications**

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**Financial:** There are no direct financial implications from the pre Order consultation. However, the proposals do seek to maximise our use of resources whilst remaining competitively priced with other private car parks, but without bearing a further burden on council tax payers.  
Comments checked by Denise Taylor, Service Accountant, 01295 221982

**Legal:** This report relates only to responses received to the pre-order consultations. Any objections received following publication of the formal notice of proposals will be submitted to the Executive in due course.  
Comments checked by Malcolm Saunders Senior Legal Assistant 01295 221692

**Risk Management:** By undertaking this pre-Order consultation and securing feedback from stakeholders, and by the Executive considering this feedback in determining the final proposals for formal advert, the Council is at reduced risk of Judicial Review. The formal Order making provides a further opportunity for formal comment by stakeholders on the final proposals ahead of the Council publishing final Notice. Depending on final proposals, there are risks that implementation could lead to reduction in numbers using

Council car parks and there is a risk of the Councils reputation being harmed.

Comments checked by Rosemary Watts, Risk Management and Insurance Officer, 01295 221566

**Equalities**

The proposals were presented to the Cherwell Disability Forum in view of the proposals around Blue Badge Holder charges.

**Wards Affected**

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All

**Corporate Plan Themes**

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District of Opportunity

**Executive Portfolio**

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**Councillor Nigel Morris**  
Portfolio Holder for **Community Safety, Street Scene and Rural Services**

**Document Information**

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<b>Appendix No</b>	<b>Title</b>
Appendix 1	Initial summary of feedback from the Pre-Order consultation.
<b>Background Papers</b>	
Feedback from consultation- To be tabled	
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## Appendix 1

### Proposed Increase to Car Parking Charges

#### Initial Summary of Pre Order Consultation Responses

Ref	Proposal	Consultation Responses (numbers received in brackets)
1	<b>10p per hour increase on car parking charges</b>	<b>Object: (1)</b> <ul style="list-style-type: none"> <li>Charges already too high.</li> </ul> <b>Approve: (3)</b>
2	<b>Blue badge holder parking increase of fees / charging hours</b> <ul style="list-style-type: none"> <li>All blue badge parking to become chargeable.</li> <li>Charging in line with standard hourly rates</li> </ul>	<b>Objections (19)</b> <ul style="list-style-type: none"> <li>Unacceptable especially charging the same amount as able bodied people as the Disabled cannot work / little comprehension regarding emotional &amp; psychological effects if situations like this (1)</li> <li>This is a critically handicapping move for mobility impaired people. It will stop many being part of the community in the main centres (1)</li> <li>It will raise the first barrier they have to their independence (1)</li> <li>A discounted charge should be paid by blue badge holders (1)</li> <li>Free parking should continue due to the cut in benefits for the disabled (1)</li> <li>Unfair penalising of their 'helpful privileges' (1)</li> <li>Badge holders would park on yellow lines free of charge thus causing congestion on the streets. (4) Double-yellow parking will potentially cost much more than you'll recoup in the parking charges.</li> <li>Would result in less business for Banbury &amp; Bicester shops / businesses (2)</li> <li>Discrimination: Some disabled people would not be able to use the ticket machines</li> <li>Charging the same rates as able bodied is discrimination (2)</li> <li>Many Badge holders depend on very busy / stressed carers. This is an obstacle resulting in them being less inclined to donate their time (1)</li> <li>Victimisation because badge holders are vulnerable / an easy target. Totally unjust</li> </ul>

	<ul style="list-style-type: none"> <li>• <b>One additional hour FOC at all short/ultra short stay car parks</b></li> </ul>	<p>as they have previously worked, paying taxes &amp; dues (1)</p> <ul style="list-style-type: none"> <li>• Another burden for the poorer people (1)</li> <li>• This is a money grabbing exercise which will penalise the general public and bleed the existing scheme. It will alienate the Council further (2) Outrageous.</li> <li>• Cannot carry shopping therefore cannot use public transport. (1)</li> </ul> <p><b>Approve (4)</b> In support with the proviso of 1 free hour. (2)</p> <ul style="list-style-type: none"> <li>• DLA is based on your ability and is not means tested, therefore any charges effect those rich or poor - as they do everyone else. You are not 'poorer' because you are disabled (1)</li> <li>• It is reasonable to expect all members of the community, including Blue Badge holders, to help achieve the savings required by the current financial climate. It would be more pertinent for Blue Badge holders to seek a reasonable number and placement of reserved car parking spaces, and perhaps some degree of concessionary charge (such as a reduced season ticket), rather than expecting to be excluded from paying a reasonable level of car parking fee (1)</li> </ul>
3	<b>Introduction of evening charges</b>	<p><b>Object: (2)</b></p> <ul style="list-style-type: none"> <li>• This will adversely affect the night time economy of the town at a time when it should be supported.</li> <li>• If you go for an evening meal, you don't want to be timed.</li> </ul> <p><b>Approve: (2)</b></p> <ul style="list-style-type: none"> <li>• No objection in principal but would prefer a flat tariff i.e. 50p or £1.00 to park from 6pm to the following morning.</li> <li>• As long as it's well signposted.</li> </ul>
4.	<b>Increase of Excess Charges Notice charges.</b>	<p><b>Object: (1)</b></p> <ul style="list-style-type: none"> <li>• Excessive, surely does not reflect admin involved.</li> </ul> <p><b>Approve: (3)</b></p>
6	<b>Unifying Sunday &amp; Bank Holiday charges in line with Mon-Sat charges</b>	<p><b>Object: (5):</b></p> <ul style="list-style-type: none"> <li>• Extended hours for Wardens thus more money paid on 'unnecessary things'.</li> <li>• Disagree - the Sunday charge is fairly new and expensive when you only need to</li> </ul>

		<p>spend an hour in town.</p> <ul style="list-style-type: none"> <li>• Sunday and BH should be lower than the rest of the week - it encourages shoppers!</li> <li>• Having a daily fee that is chargeable whatever day of the week would be easy to administer, and would be easily understood, but seems a bit tight for Sundays and Bank Holidays. Might it be more acceptable (and be seen as more generous) to have a reduced daily flat rate on these days (50p for 2hrs, similar to your proposed evening charges)? Obviously depends on what financial benefit would accrue.</li> <li>• Bank holiday charging –No</li> </ul> <p><b>Approve: (1)</b> Sunday charging yes.</p>
7	<p><b>Charging on Good Friday, Easter Sunday, Christmas Day, Boxing Day &amp; New Year's Day.</b></p>	<p><b>Object: (3)</b></p> <ul style="list-style-type: none"> <li>• How much will it cost to enforce on Christmas day?!</li> <li>• These are British, but Christian, festivals. Seems a bit Scrooge-like to charge on such days but, without including other ethnic festive days, there is a logic to having some form of parking charge for every day. Is the forecast level of income on these days worthwhile, considering the level of public outcry that may be generated? Might some degree of generosity in approach achieve public good-will?</li> <li>• Yes - if people want to go shopping on Good Friday and Boxing Day let them pay! Seems a bit uncharitable on Christmas Day and Easter Sunday though! (1Yes &amp; 1 No)</li> </ul> <p><b>Approve: (2)</b></p> <ul style="list-style-type: none"> <li>• Completely right, the busiest times of the year so why not take in money?</li> </ul>