

Meeting:	Cabinet member transport and regulatory services
Meeting date:	Monday, 14 January 2019
Title of report:	St Martins car park offer and Hereford coach parking provision
Report by:	Parking Strategy & Processing Manager

Classification

Open

Decision type

Non-key

Wards affected

Hinton & Hunderton; Widemarsh;

Purpose and summary

To consider and approve a temporary parking tariff offer at St Martins car park to support use of the car park and the HALO leisure pool which will promote healthy lifestyles to residents by encouraging use of the HALO centre.

To consider and approve a permanent tariff change to coach parking tariffs in Hereford.

To consider and approve the reallocation of city coach parking provision in Hereford to direct the coaches, in the main, to park at Merton Meadow car park.

To consider and approve the expenditure associated with the redesign of St Martins car park to reduce parking capacity for coaches and increase capacity for cars.

Recommendation(s)

That:

- (a) a temporary parking tariff at St Martins 1 car park, as detailed in appendix 1, be implemented for a period of six months, subject to formal agreement of the receipt of a financial contribution from HALO; and**

- (b) **revised tariffs for coach parking in Hereford, as detailed in appendix 1, be approved; and**
- (c) **the redesign of St Martins car park and other works associated with signing coaches to Merton Meadow car park be approved at a cost of not more than £25k.**

Alternative options

1. The temporary parking offer at St. Martins is not approved and the current charge remains. This is not recommended as it fails to support the HALO leisure pool in their promotion to centre users. The charges could also be permanently changed without an offer, this is not recommended as it could create an adverse effect on car parking revenue for this location.
2. The existing agreed charge schedule for coach parking remains in place. This is not recommended as it does not satisfy some of the concerns raised by local tourism groups regarding the charges for coach parking as the current single all day tariff does not encourage coach operators to arrange shorter or medium length visits to the city.
3. The existing provision and number of spaces for coaches at St. Martins 2 car park to remain in place. This does not ensure that best use of the land is made.

Key considerations

4. Charges currently applied in St. Martins 1 car park are in line with other city centre car parks and are in place from 8am until 10pm every day, and apply to both cars and coaches (see appendix 1). The charges are in force under the Herefordshire Council - Off Street Parking Place Consolidation Order 2014, as amended.
5. To support HALO Leisure Pool in meeting its objectives and to promote healthy lifestyles within the county it is proposed that a temporary parking offer, financially supported by HALO, is implemented for 6 months (which will require the above referred to Order to be varied by legislation). This will enable the council to monitor use and changes to parking habits in the car park it will also enable HALO to monitor use of the leisure pool during this period.
6. The change to the tariff will effectively mean that members of the public will be able to stay for two hours for the cost of a one hour ticket (£1.20). This is outlined in appendix 1.
7. The cost of approving this temporary parking offer is forecast to be around £10k. The HALO board have approved financial support the temporary change. The implementation of this recommendation will only be progressed on receipt of formal agreement on this. Following this trial period, the charges will revert to as before, unless a subsequent decision is approved to extend this.
8. Notices will be placed around the car park to inform users of the temporary change in tariff to promote the offer in accordance with legislation, and these will be produced in conjunction with HALO.
9. Parking charges for coaches on car parks in Hereford (at Merton Meadow and St. Martins 2) are currently £9 per day – a flat fee. It is proposed to align the parking tariffs for coaches with the standard rate of charge applied to cars at each car park. This will result in a simpler, more flexible and lower daily charge, as set out in appendix 1.

10. A Notice of Variation will be advertised in accordance with the relevant legislation as set out below. This will permanently amend the schedule of charges associated with the Herefordshire Council - Off Street Parking Place Consolidation Order 2014, as amended.
11. There are four designated coach spaces at St. Martins 2 car park and an additional space in the adjacent St. Martins 1 car park. The coach spaces are underutilised with only 52 sales in a year; in contrast, car parking spaces at the location achieve capacity on most days. It is proposed that the car park can be better managed by reducing the coach parking capacity to allow for further car parking spaces.
12. This will allow coach parking provision to be refocused to Merton Meadow which has improved access to the main transport routes in to the city via the link road which itself has direct access to the car park. Highway signage will be updated to direct coaches to Merton Meadow as the primary destination when they enter the city. Merton Meadow car park is a large car park with circa 600 spaces, usage information from this car park demonstrates that the additional coach use can be easily accommodated.
13. Some coach parking provision will be retained at St Martins for HALO leisure pool and the Cathedral. It will still be possible for either organisation to request temporary closure of part of the car park where an event is planned. This will ensure that an area can still facilitate large parties of coaches when required, whilst better utilising the capacity when not.

Community impact

14. All of the proposals outlined are in accordance with The Local Transport Plan 2016 – 2020 – Car Parking policy objectives, these are as follows:
 - Maintaining an adequate parking supply for long and short stay users to enable and encourage economic growth;
 - Achieving value for money through the effective management of existing car parks and to maximise use of spare capacity (including assessment of the role for information technology);
 - Managing long stay parking supply (for commuters) to reduce peak hour congestion;
 - Managing short and long stay parking supply to reduce vehicle impacts in our market towns and city centres, retail areas and tourist attractions to encourage greater footfall and retail receipts and to improve the appearance of our streets;
 - Managing the supply and pricing of parking to encourage the use of active modes (walking, cycling and public transport) particularly for shorter trips of less than 5km;
 - Support for our long term growth proposals in Hereford through the delivery of longer term parking provision such as park and choose and to rationalise and reduce the supply of commuter parking in the centre of the city;
 - Ensuring access is maintained in retail centres and residential areas through the effective management and enforcement of parking restrictions;
 - Maintaining a revenue stream which will fund the on-going provision of parking services and to contribute to active transport provision.
15. The recommendation to approve a temporary offer at St Martin’s car park to promote healthy lifestyles also supports one of the council’s key priorities within its corporate plan – “enable residents to live safe, healthy and independent lifestyles”.

Equality duty

Under section 149 of the Equality Act 2010, the 'general duty' on public authorities is set out as follows:

A public authority must, in the exercise of its functions, have due regard to the need to -

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
16. The public sector equality duty (specific duty) requires us to consider how we can positively contribute to the advancement of equality and good relations, and demonstrate that we are paying 'due regard' in our decision making in the design of policies and in the delivery of services. There are no changes which affect disabled badge holders and therefore we do not believe that this decision will have an impact on our equality duty.

Resource implications

17. The total estimated reduction in car park revenue by approving the temporary parking offer at St Martin's car park is £10k for the 6 month period. This will be supported by a one off payment from HALO.
18. The change to coach parking tariffs is estimated to reduce coach parking income by £1.5k annually, and the reallocation of parking spaces at St Martins 2 is estimated to increase car parking income by £25K.
19. The total expenditure for the associated works, to be completed by the council's contractor, to the car parks (including highway signage) and to implement the tariff changes is £25k. This will be funded through existing car park strategy capital allocation.

Capital cost of project	2019/20	2020/21	2021/22	Future Years	Total
	£'000	£'000	£'000	£'000	£'000
<i>Changes to car park and highway signage</i>	25	0	0	0	25
Revenue budget implications	2019/20	2020/21	2021/22	Future Years	Total
	£00	£00	£00	£00	£00
<i>Net Increase in parking revenue</i>	23.5	23.5	23.5	23.5	71.5 (+23.5 PA)

Legal implications

20. This is a non-executive function and a non key decision. Such decisions under the Constitution are delegated to the Chief Executive (Part 2 Article 10), to officers (Part 3 Section 3), and subsequently to named officers under the Directorate Scheme of Delegation Economy and Place Part 3 Section 7 (officer functions) to act on behalf of Herefordshire Council in highways and transportation matters in its statutory role as the traffic authority pursuant to S.121A(3) of the Road Traffic Regulation Act 1984 (“RTRA”). The cabinet member as the decision maker in this instance has the authority to also take such decisions.
21. The council as the traffic authority has the powers to make Traffic Regulation Orders under the RTRA and to deal with off-street parking charges under Sections 32, 35 and 35C of the RTRA, where appropriate.
22. Section 32(1) of the RTRA gives traffic authorities powers to provide parking places where it is for the purpose of relieving or preventing congestion of traffic, and allows for the authority to provide off-street parking places together with means of entrance to and egress from them
23. Section 35(1) of the RTRA allows for an authority to make provision as to the use of the parking space, the vehicle or class of vehicle which may be entitled to use it, the conditions on which it can be used, the charges to be paid in connection with its use for off-street parking, the ability to removal the vehicle left there in contravention of the order and the safe custody of the vehicle.
24. Where an order under section 35(1)(iii) of the RTRA makes provision as to the charges to be paid in connection with the use of off-street parking places, the authority making that order may vary those charges by notice given under Section 35C of the RTRA.
25. The procedure for making and varying such orders are set out in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 as amended (“the Regulations”).
26. Regulation 25 (3) of the Regulations stipulates that where an authority proposes to give a notice of variation, it shall be given by publishing it at least once in a newspaper circulating in the area in which the parking places to which the notice relates are situated at least 21 days before it is due to come into force. Subsection (4) requires that the notice of variation shall specify the date when it is due to come into force; identify every parking place to which the notice relates; specify the chares payable for the use of the parking place at the date the notice is given; the charges payable for the use of the parking place at the date the notice is given; the charges payable when the notice comes into force
27. Regulation 25(5) requires the notice to be displayed in the parking place on the date on which the notice is given and for all reasonable steps to be taken to ensure it continues to be displayed and remains legible until the date it comes into force.
28. The authority if it thinks fit, can display additional copies of the notice in the parking place and the roads giving access to the parking place

Risk management

29.

Risk / opportunity	Mitigation
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Cars utilising St Martin's car park is not as expected following the change, which may result in lower than expected additional car park income.

A car park charge review will outline any potential changes to tariffs in the future to reflect demand.

Use of Merton Meadow car park for coaches is only medium term due to possible development of the site.

The provision of coach parking to be included within any future project to rationalise car park land.

The financial contribution from HALO is not made to the council.

This report only seeks to implement the changes upon receipt of formal agreement from HALO.

Consultees

30. Councillor Andrews (Widemarsh Ward) – supports the proposal to lower the coach parking charges as this may alleviate issues regarding coaches parking illegally within the ward when dropping off visitors.
31. Councillor Chappell (Hinton and Hunderton Ward) – supports the need for further car parking provision to be made at St Martins car park, as the coach spaces are so under-utilised.
32. Hereford Cathedral – support the need to allocate coach parking into one car park and lower the charges.
33. HALO – support the reduction in coach space availability at St Martin's car park and the lower charges. They are also considering to the financial contribution to support the temporary offer.

Appendices

Appendix 1 – revised charges

Background papers

None identified