

<b>CABINET</b>	<b>AGENDA ITEM No. 7</b>
<b>11<sup>th</sup> JULY 2022</b>	<b>PUBLIC REPORT</b>

Report of:	Adrian Chapman, Executive Director Place and Economy	
Cabinet Member(s) responsible:	Cllr Marco Cereste, Cabinet Member for Climate Change, Planning, Housing and Transport	
Contact Officer(s):	Lewis Banks – Transport and Environment Manager Rob Hill - Assistant Director - Community Safety (Peterborough and County)	Tel. 317465 864715

### **IMPLEMENT RECOMMENDATIONS FROM THE PETERBOROUGH PARKING STRATEGY**

<b>RECOMMENDATIONS</b>	
<b>FROM:</b> Adrian Chapman, Executive Director Place and Economy	<b>Deadline date:</b> N/A
<p>It is recommended that Cabinet:</p> <ol style="list-style-type: none"> <li>1. Consider and comment on the Peterborough Parking Strategy.</li> <li>2. Approve the following short-term recommendations: The Council shall: <ol style="list-style-type: none"> <li>a. Continue to review parking occupancy levels as the city continues its recovery from the pandemic.</li> <li>b. Close Dickens Street Car Park at the earliest possible opportunity.</li> <li>c. Request officers undertake feasibility and costing work to improve the disabled parking bay provision in existing car parks.</li> <li>d. Implement parking charges, including recovery of the electricity cost, for electric vehicle charging bays including those solely used for the taxi and private license trade.</li> <li>e. Undertake a review of parking charges in line with ongoing work to review 'fees and charges' across the Council.</li> <li>f. Undertake a review of charging technology to assess the feasibility of alternative mechanisms e.g. ANPR.</li> </ol> </li> <li>3. Instruct the Executive Director Place and Economy to establish an officer working group to review the remaining recommendations ahead of further consideration by Cabinet later this year.</li> </ol>	

#### **1. ORIGIN OF REPORT**

- 1.1 This report is submitted to Cabinet by the Executive Director Place and Economy.

#### **2. PURPOSE AND REASON FOR REPORT**

- 2.1 The purpose of this report is to present a number of short-term recommendations to Cabinet as a result of the work undertaken to prepare a Parking Strategy. It also seeks the consent of Cabinet for an officer working group to be established in order to consider and bring forward, as appropriate, the remaining recommendations in the strategy.

2.2 This report is for Cabinet to consider under its Terms of Reference No. 3.2.8, ‘To determine policies or strategies that will have a significant impact on two or more wards.’

2.4 This report links to the following Corporate Priorities:

**Better jobs, good homes and improved opportunities for all;**

The initial recommendations contained in this report support the Council to make best use of existing resources, offering maximum benefits to local residents.

**3. TIMESCALES**

Is this a Major Policy Item/Statutory Plan?	<b>NO</b>	If yes, date for Cabinet meeting	<b>N/A</b>
---	-----------	----------------------------------	------------

**4. BACKGROUND AND KEY ISSUES**

4.1 In late 2020 Royal Haskoning DHV completed a Car Parking Strategy on behalf of the Peterborough Investment Partnership (PIP) to address two key questions: Are the car parks in the city centre in the right place and of the right capacity? And, is there scope for the intensification or consolidation of existing parking facilities. In short, their initial study found that the answer to each question is yes.

In 2022 the Council instructed a revision of the strategy to determine a number of short-term next steps to recommend to Cabinet. The revised Parking Strategy is attached at appendix A. Officers recommend that a number of the actions contained within the report are brought forward at the earliest opportunity as detailed below.

The strategy will also be developed further to explore opportunities for secure cycle parking provision to encourage active travel as well as opportunities for bio-diversity improvements to support the Council’s Climate Emergency goals.

4.2 **Consider and comment on the Peterborough Parking Strategy.** The Draft Parking Strategy is included with Appendix A. Cabinet are asked to review and comment on the strategy and indicate to officers which actions, beyond those detailed specifically in this report, should be prioritised for further action.

4.3 **To continue to review parking occupancy levels as the city continues its recovery from the pandemic.** Peterborough benefits from a high volume of car parking, provided at locations across the city centre. The current car parking provision is a mix of surface and multi-storey off-road car parks, and on-street pay and display. Two of the largest car parks in the city, associated with Queensgate and the Railway station, are operated and managed privately with a further substantial private car park operated by NCP being located on Brook Street. Around half of the city’s car parking is operated by the council. In total the city has approximately 6,415 public car parking spaces to serve a population of 203,000 people. Of these spaces, 2,632 are under the Council’s control.

The latest assessment of parking demand expects a peak weekday demand of 1,556 vehicles within the council operated car parks. This demand equates to an occupancy of 59%, despite the removal of Wirrina and Northminster car parks. By way of comparison a similar exercise conducted in 2020 calculated demand to be 2,034 vehicles, equating to an occupancy rate of 68.0% (including the Wirrina car park).

From the overall demand calculations it is apparent that parking demand has fallen by around a quarter from October 2019 to March 2022. Whilst the lingering effects of the Covid-19 pandemic will have inevitably affected data from March 2022, very few formal restrictions were in place at this time. It is expected that most of the observed change in demand is reflective of changes in

both short stay demand (due to increased on-line shopping) and long stay demand (due to increased working from home and conversion of offices to residential). The use of the 2019 demand data is therefore considered a robust basis for forecasting, which allows for a significant increase in demand compared with the current situation.

The Parking Strategy reports uses this data to estimate that, based on an ideal peak occupancy rate for car parks of approximately 90%, a maximum of 2,260 car parking spaces should be provided within the City Council's car parks. This would equate to a removal of approximately 370 existing spaces (over and above the 461 spaces already removed at Northminster and Wirrina).

This provides the opportunity for the proposed Officer Working Group to utilise the data provided in the report, alongside data that is readily available to officers, to look at asset utilisation and disposal options including the opportunity to use existing provision to support new developments including the University of Peterborough.

4.4 **Close Dickens Street Car Park at the earliest possible opportunity.** On the basis that recent assessments demonstrate there is a surfeit of spaces, it is recommended that Dickens Street car park is closed at the earliest possible opportunity. This car park is poorly utilised, with considerable spare capacity available at the nearby Wellington Street car park to cater for displaced demand. Maintenance costs exceed ticket revenue at Dickens Street therefore a disposal strategy should be developed for the site to maximise development receipts.

4.5 **To request officers undertake feasibility and costing work to improve the disabled parking bay provision in existing car parks.** To assist authorities in discharging their duties with respect to transport, the Department for Transport's Inclusive Mobility was published in December 2021. With respect to car parking, the guidance notes that off-street car parking should provide car parking designated for Blue Badge holders and other disabled drivers and passengers.

In addressing the quantity of Blue Badge spaces to be provided, the guidance recommends providing six percent of a car park's spaces for Blue Badge holders in areas which are, "associated with shopping areas, leisure or recreational facilities, and places open to the general public". At present, very little Blue Badge parking is provided in the Council's car parks. Given the duties established in the Equality Act, this should be remedied. As Blue Badge spaces are larger than standard car parking spaces, their provision would result in a small reduction in car parking capacity. Translating the recommended Blue Badge provision to the Council's car parks (excluding Dicken's Street) would result in a small net reduction in total provision across the city as set out in Table 1:

Table 1

	Current Standard Spaces	Proposed Blue Badge Spaces	Net Reduction in Spaces
Bishops Road	244	15	-7
Brook Street	136	8	-4
Car Haven	214	13	-6
Pleasure Fair Meadow	316	19	-9
Railw ay Sidings	79	4	-2
Regional Pool	195	12	-6
Riverside	162	10	-5
Sand Martin House	400	24	-6
Trinity Street	50	4	-2
Wellington Street	671	40	-20
London Road	90	6	-3
<b>Total</b>	<b>2632</b>	<b>155</b>	<b>-70</b>

In order to undertake this work it is necessary to complete a feasibility study to identify priority locations, specific locations within car parks, a technical specification and cost estimate for the

works. Subsequently it will be necessary to secure funding as part of the Council's budget setting process. This work will be undertaken with the aim of securing funding and delivering this work from 2023/24 financial year.

- 4.6 **Implement parking charges, including recovery of the electricity cost, for electric vehicle charging bays including those solely used for the taxi and private license trade.** The Council are currently working with the Cambridgeshire and Peterborough Combined Authority to develop a strategy for the further roll out of electric vehicle charging across the city.

In addition to this, over recent years, the Council has installed 17 public charging points in 5 locations in car parks across the city centre and there will shortly be a total of 4 rapid chargers for taxis and private hire vehicles. Since installation the Council decided, to encourage and support the uptake of electric vehicles, to offer residents and visitors to the city both free parking and free electricity. The Parking Strategy has reviewed the fees payable for EV charging in off-street car parks in similarly sized, or local, towns and cities as detailed in Table 2.

Table 2

City/Town	Council Operated EV Charging Point Fees	In Council Operated Car Parks, are EV Charging Fees AND Parking Tariffs Concurrently Payable?	Fees For EV Charging In Residential Areas
Norwich	None	Pay for parking. No additional charge for EV charging	N/A
Peterborough	None	Pay for parking. No additional charge for EV charging	N/A
Bournemouth	Fast: 35p/kWh, Rapid 43p/kWh	Pay for parking, in addition to the fee for EV charging	N/A
Cambridge	Per membership type and charging speed[1]	Fee for parking, in addition to the fee for EV charging	N/A
Northampton	None	N/A	£1.50 connection fee plus 30/pkWh
Warrington	Per membership type and charging speed*	Pay for parking, in addition to the fee for EV charging	N/A
Bedford	Per membership type and charging speed	Pay for parking, in addition to the fee for EV charging	Per membership type and charging speed*

The review of similar towns and cities has identified that Peterborough is unusual in not charging a fee for the use of EV charging while parking.

It is therefore recommended that Cabinet agree, at the earliest practical date, for: parking charges to be implemented across all electric vehicle charging bays consistent with the specified parking fee at any given location; and, implement a charge for the power consumed whilst using the charging facility relative to the cost of the electricity supply, associated fees and ongoing maintenance.

- 4.7 **Undertake a review of parking charges in line with ongoing work to review ‘fees and charges’ across the Council.** The Parking Strategy recommends a number of changes to parking fees at both off-street and on-street locations. Officers recommend that this data is analysed by the team currently reviewing corporate fees and charges and implement as necessary.
- 4.8 **Undertake a review of charging technology to assess the feasibility of alternative mechanisms e.g. ANPR.** Alternative forms of technology are available to collect fees and charges for the use of parking facilities. Officers will explore alternative systems and develop a recommendation to be considered by Cabinet later this year.
- 4.9 **Instruct the Executive Director Place and Economy to establish an officer working group to review the remaining recommendations ahead of further consideration by Cabinet later this year.** There are a number of other more complex recommendations contained within the Parking Strategy report which could be implemented over the medium to long term. It is therefore suggested that an officer working group is established to review these options and consider them

holistically to ensure each recommendation is taken forward in a way which ensures maximum benefit to the city. This group should be required to report back to Cabinet in 6-9 months' time.

## 5. CONSULTATION

- 5.1 No consultation has taken place as part of this report. The recommendations contained within this report will each be reviewed individually ahead of implementation and consultation undertaken as necessary. This will include consulting disability groups to improve the disabled parking bay provisions in existing car parks.

## 6. ANTICIPATED OUTCOMES OR IMPACT

- 6.1 It is anticipated that Cabinet agree to the initial recommendations contained within the report and support officers in their implementation.

## 7. REASON FOR THE RECOMMENDATION

- 7.1 The initial recommendations contained within this report are considered to be practical and deliverable interventions to support the development of the city centre.

## 8. ALTERNATIVE OPTIONS CONSIDERED

- 8.1 The alternative option considered would be to hold back on implementing any recommendations until such a time as a full review could be undertaken across all of the recommendations contained within the Parking Strategy. This has been ruled out because there are a number of advantages to pursuing both short and medium term actions simultaneously.

## 9. IMPLICATIONS

### Financial Implications

- 9.1 The financial implications for each of the recommendations contained with this report are considered as follows:

**To continue to review parking occupancy levels as the city continues its recovery from the pandemic.** No implications. This will be undertaken with existing resources.

**Close Dickens Street Car Park at the earliest possible opportunity.** There will be some costs associated with closing and securing the site but these will be offset by the opportunity to cease maintenance in the short term and dispose of the asset.

**To request officers undertake feasibility and costing work to improve the disabled parking bay provision in existing car parks.** No implications. The costs will be identified and included in the 2023/24 budget setting process.

**Implement parking charges, including recovery of the electricity cost, for electric vehicle charging bays including those solely used for the taxi and private license trade.** There will be some minimal costs associated with installing new signage and varying the Traffic Regulation Order but these will be offset by income from introducing parking fees and recovering the cost of any electricity used.

**Undertake a review of parking charges in line with ongoing work to review 'fees and charges' across the Council.** No implications at this stage. This work will be fed into the councils decision making process.

**Undertake a review of charging technology to assess the feasibility of alternative mechanisms e.g. ANPR.** No implications at this stage. The costs will be identified and included in the 2023/24 budget setting process.

**Instruct the Executive Director Place and Economy to establish an officer working group to review the remaining recommendations ahead of further consideration by Cabinet later this year.** No implications. This will be undertaken within existing resources.

### Legal Implications

9.2 There are not anticipated to be any legal implications.

### **Equalities Implications**

9.3 There are not anticipated to be any equalities implications other than improving the provision of blue-badge parking facilities.

### **Carbon Impact Assessment**

9.5 The work of the proposed officer working group could lead to further actions and a carbon impact assessment would be undertaken at that point in time. Implementing a charge for electric vehicle charging may result in a decreased use of council owned electric vehicle charging infrastructure. Drivers may choose to charge their vehicles at home if possible to do so, resulting in a decrease use of council electricity.

## **10. BACKGROUND DOCUMENTS**

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985

10.1 N/A

## **11. APPENDICES**

11.1 Draft Peterborough Parking Strategy - Appendix A