

## Report of the Deputy Chief Executive

**PARKING SERVICES BACKGROUND INFORMATION REPORT**1. Purpose of report

To provide Committee with a general background on parking services including shared service arrangements and options for the future of such.

2. Detail

The Council currently has 28 town centre car parks and 2 car parks near to Beeston train station. Further financial and statistical information is given in appendices 1 and 2. Appendix 3 contains information in response to recent member enquiries regarding the following subjects:

- Trailers abandoned on the highway
- Why we ban minibuses and high-sided commercial vehicles from our car parks
- Why we cannot have dedicated spaces for oversize vehicles
- Details of who does what – County, Police, Borough, Supermarkets, Central Processing Unit
- Why we do not let parents dropping off children at school use housing car parks such as Jessamine/Nether Street in Beeston

3. Shared service arrangements

In addition to managing the Council's 30 car parks and the Council's CCTV service, the Parking Services team also manages Rushcliffe Borough Council's car parks and manages on-street enforcement on behalf of Nottinghamshire County Council in both Broxtowe and Rushcliffe. These arrangements began in June 2008 and October 2014 respectively, and generate the income highlighted in appendix 1. Further details are given in the exempt appendix 4 including options for the future.

4. Developments

- The new Beeston Town Centre redevelopment will mean the loss of two temporary car parks in Beeston town centre by May 2020, along with much of their associated income (c £2,000 per month).
- Victoria Street car park in Eastwood was resurfaced last financial year and, subject to the council's annual budgetary processes it is hoped to instigate a programme of resurfacing one car park every year.
- Cashless payment options were extended to the Foster Avenue car park in Beeston in 2019 (the Council's busiest). Previously these were only available in the Council's two Beeston train station car parks.

5. Financial implications

The financial implications are set out in the appendices. Attention is drawn to appendix 4 and the implications of remaining/not remaining in the partnership arrangement with the County Council for managing on-street parking enforcement which is included in the confidential appendix 4.

**Recommendation**

**The Committee is asked to NOTE this report and to CONSIDER the options in appendix 4 and RESOLVE accordingly.**

Background papers Nil

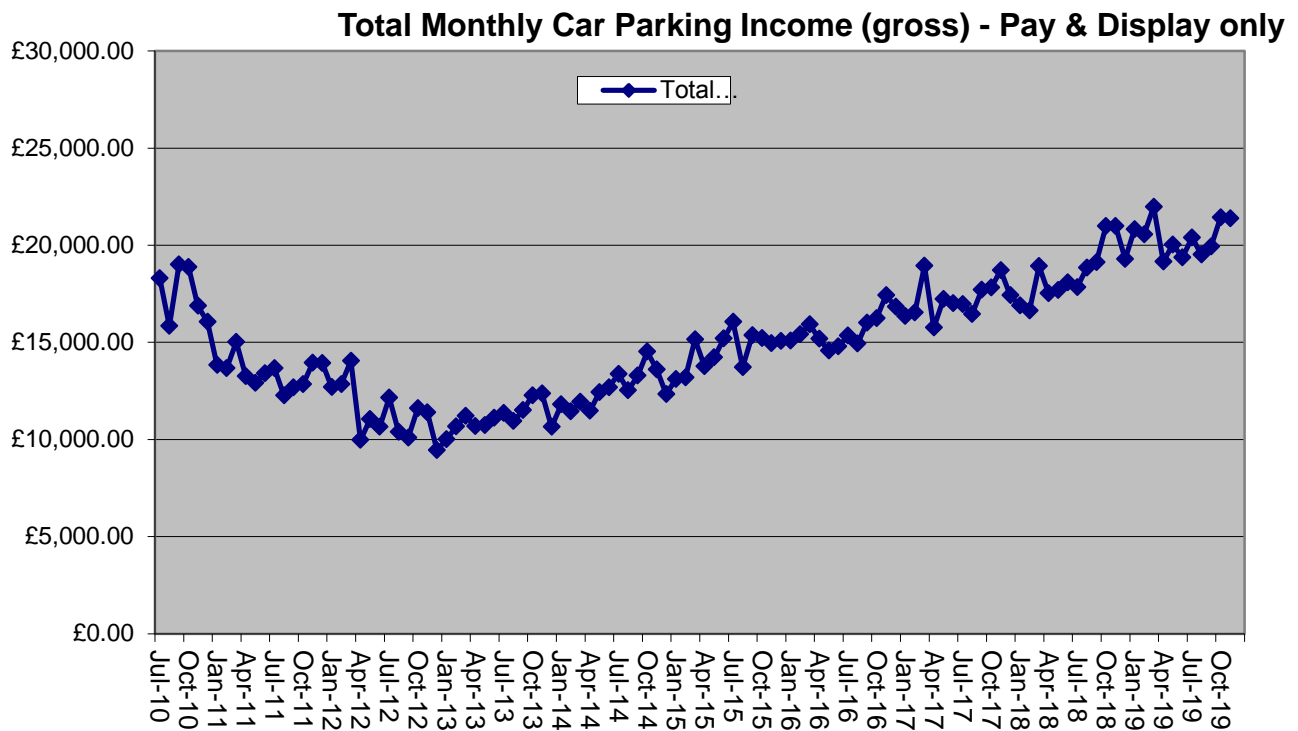
## APPENDIX 1

## Broxtowe off-street car park data for 2018/19

Town Centre Car Parks Information										
Location	Total Spaces	Blue Badge	Electric charging points	2018/19					Comments	
				P&D tickets	Turnover - No of vehicles per space per charging day*	Pay & Display income (NET of VAT)	Permit Income (NET of VAT)	PCN Income (no VAT)		
<b>Beeston</b>										
Albion Street	37	2		5,893	0.53	£5,475.50		£410.00		
Chilwell Road	22	2		15,953	2.42	£4,019.08		£2,318.00	Owned by Nottm City Council	
City Road	20	2		18,616	3.10	£2,842.25		£3,812.97		
Derby Street Middle	17	3		5,146	1.01	£3,729.38		£1,061.00		
Derby Street South	66	5		31,146	1.57	£15,579.50	£2,962.44	£4,646.00		
Devonshire Avenue	82	3				NO CHARGE		£665.00	Staff / Members only Mon-Fri	
Former Fire Station	27	0		19,315	2.38	£12,503.00		£3,431.00	Goes as part of Square Ph2	
Foster Avenue	69	10		172,190	8.32	£21,635.33		£35,675.15		
Middle Street Central	20	0		4,323	0.72	£3,118.08	£875.00	£530.00		
Middle Street	6	1		2,729	1.52	£1,535.54		£623.67		
Portland Street	15	0	8	5,923	1.32	£1,120.29		£645.00		
Regent Street	14	2		17,984	4.28	£3,573.33		£2,393.00		
Station Road (nr train st)	11	1		882	0.23	£3,092.04		£460.00		
Station Road Central	18	2		22,929	4.25	£13,190.00		£2,436.00	Goes as part of Square Ph2	
Technology Drive (nr train st)	62	6		1,985	0.14	£7,637.42		£470.00	Owned by Beeston Business Pk	
Wilmot Lane	19	2		26,672	4.68	£4,512.67		£3,714.00	Owned by Nottm City Council	
<b>Eastwood</b>										
Alexandra Street	6	1				NO CHARGE		£400.00		
King Street	12	2		29,496	8.19	£3,407.42		£2,681.00		
Oxford Street	29	2		32,873	3.78	£7,232.25	£250.00	£1,510.00		
Scargill Walk	22	2		19,956	3.02	£4,045.29		£1,500.00		
Sun Inn	61	6		25,003	1.37	£10,580.91	£1,250.00	£3,458.73	Owned by Greene King	
Victoria Street	39	4	8	86,381	7.38	£16,401.33		£6,654.00		
<b>Stapleford</b>										
Cliffe Hill Avenue	59	4	8	27,816	1.57	£13,944.63		£2,048.00		
Eatons Road	17	2		31,910	6.26	£6,333.46		£3,203.00		
Halls Road	28	2		21,629	2.57	£5,604.33	£625.00	£1,839.53		
Victoria Street	51	6		101,651	6.64	£10,468.33		£5,263.00		
<b>Kimberley</b>										
James Street	14	2				NO CHARGE		£875.00		
Newdigate Street	9	2				NO CHARGE		£894.92		
Station Road	7	1				NO CHARGE		£165.00		
Victoria Street	33	2	4	16,260	1.64	£4,203.79	£500.00	£4,032.00		
	<b>892</b>	<b>79</b>	<b>28</b>	<b>744,661</b>	<b>79</b>	<b>£185,785.16</b>	<b>£6,462.44</b>	<b>£97,814.97</b>		
				Total Income 2018/19 (as above)					£290,062.57	
				Total Car Park Expenditure 2018/19					£382,642.97	

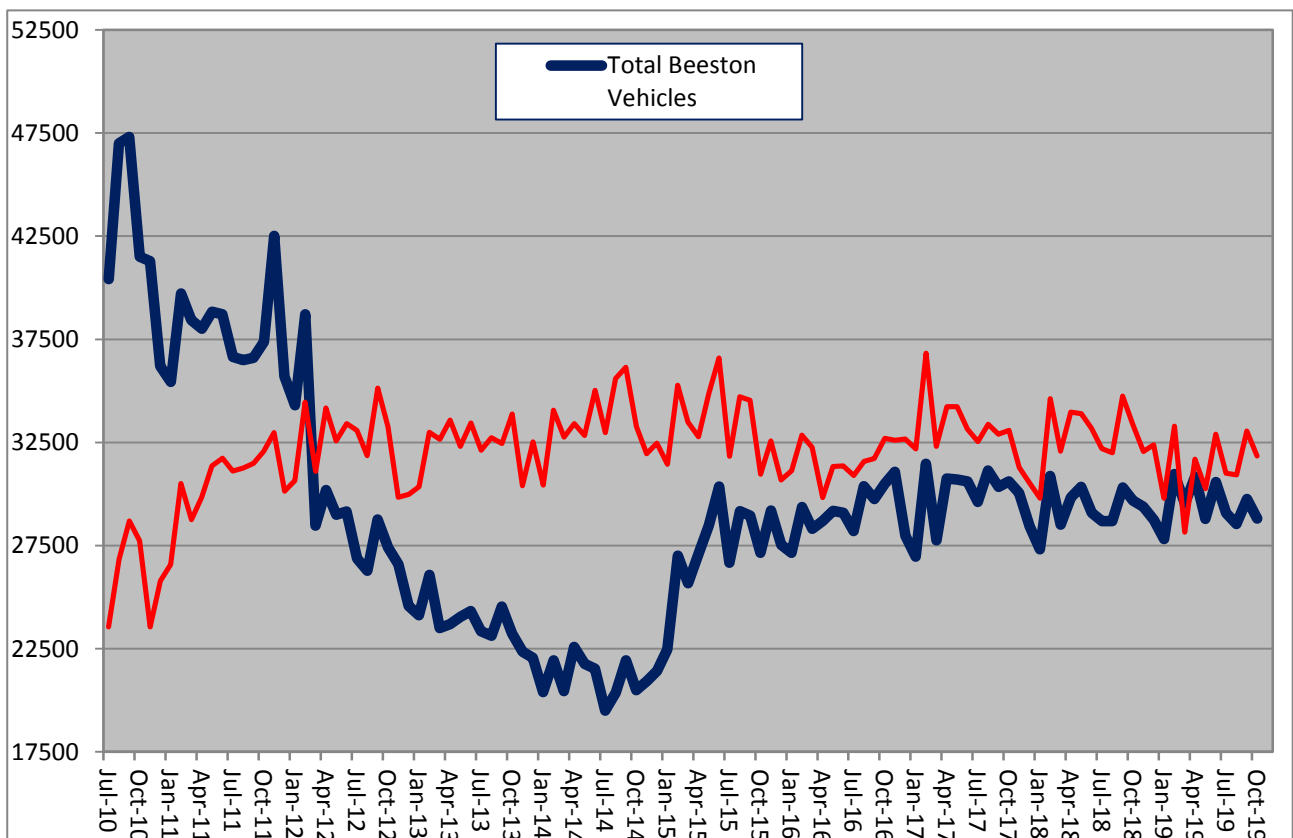
In addition a further £5982.92 net was received via cashless payment methods. The income figure excludes Nottinghamshire County Council and Rushcliffe Borough Council income figure.

Broxtowe off-street car park income trends 2010-2019



Broxtowe off-street car park usage trends 2010-2019

(the thinner [red] line is the combined total for Eastwood, Kimberley and Stapleford)



More information is available on the Council's website at:-

<https://www.broxtowe.gov.uk/for-you/roads-parking-travel/car-parks-usage-income-costs/>

Responses to specific member queries

- **Trailers abandoned on the highway without a number plate**

This is a matter for Nottinghamshire County Council as highway authority whom should use their Highways power to remove offending vehicles or trailers. The Borough Council's delegated civil parking enforcement powers (the ability to issue a Penalty Charge Notice) only apply to vehicles with a number plate where they are parked in contravention of a Traffic Regulation Order (such as yellow lines or a residents-only parking scheme). The general powers available to the highway authority include: -

1. The Road Vehicles (Construction and Use) Regulations 1986 (Section 103: No person in charge of a motor vehicle or trailer shall cause or permit the vehicle to stand on a road so as to cause any unnecessary obstruction of the road).
2. Town Police Clauses Act 1847 (Section 28: wilfully causing an obstruction to any public footpath or public thoroughfare).
3. Road Traffic Act 1988 (Section 22: leaving vehicles in a dangerous position on the road (including verge)).

- **Why we ban minibuses and high-sided commercial vehicles from our car parks**

Most of our car parks are not constructed to accommodate the weights of commercial vehicles. Such vehicles increase damage and wear to car park surfaces, increasing the maintenance cost at a time when there is insufficient budget in place for a planned programme of car park resurfacing.

“The Generalized Fourth Power Law is the most commonly agreed method to approximate the relative impact of vehicles on roads: the damage caused to the structure or foundations of a road is related to the axle weight of the vehicle by a power of four. This means that a six-axle, 44-tonne truck is over 138,000 times more damaging than a typical, small, 1 tonne car (such as a Ford Fiesta) with two axles.”

In addition, the Council has had many claims previously that other motorists haven't seen the car park regulatory signs because a large vehicle blocks their visibility. The high sided vehicle also increases the risk of an incident or accident when motorists, or in some cases children, are unable to see around or over that vehicle. This also compromises sightlines when re-entering the flow of traffic from a stationary position. This is particularly the case if there is a high sided vehicle parked either side of a standard sized car.

The height and weight restriction has been in the Council's off-street orders since 1993 and generally there is a good compliance level, however of late the long wheel base high sided transits and occasional motorhomes are causing visibility problems for other parking place users, motorists and pedestrians.

The council is, however, in the process of exempting wheelchair-modified vehicles which exceed the height restrictions when parked within a blue badge parking space or bay within its new proposed parking places order. Officers believe this will have a minimum impact because so few modified vehicles are in circulation at the moment. Such vehicles will need a valid Blue Badge on display.

Other than as described in the previous paragraph there is no legal or fair way of exempting certain minibuses over others because simply because they may be performing a worthwhile community service.

- **Why we can't have dedicated spaces for oversized vehicles**

Mainly for the reasons detailed above.

In addition, it would require dedicated spaces and bays that are individually signed, changes to existing signs and tarmac line markings; and tarmac surfacing may need reinforcing in certain car parks. Because the parking bay for a high sided vehicle would have to be larger than a standard parking bay to safely accommodate a safe turning area and make it safe for pedestrian and other motor vehicles the council would lose 2 or 3 standard size spaces to accommodate 1 larger high sided vehicle space. The risk is that the council would lose income from potentially 2 fee paying spaces.

A dedicated high sided vehicle parking space may not be fully utilised and remain empty for long periods of time, as a normal motor vehicle would be prohibited from using the dedicated space. There would also still be a risk to other pedestrians, motorists, vehicles and a risk that signage would be obscured.

There is already a "loss" of "standard" car parking spaces within most of our car parks due to the need to accommodate Blue Badge holders; and four of our car parks have been further constrained by the recent provision of electric vehicle-only spaces.

The County Council provides adequate on-street parking spaces close by to all the council car parks to facilitate high sided vehicles therefore space within close proximity of the essential services within town centres. The public highway is better equipped and designed to accommodate commercial type vehicles, public car parks are not. Vehicles engaged in loading and unloading in town centres are exempt from yellow / double yellow lines on-street (except at times when any loading restrictions are in place).

- **Details of who does what – County, Police, Borough, Supermarkets, Central Processing Unit**

- **Police** – are responsible for the enforcement of dangerous and obstructive parking, especially where there are no Traffic Regulation Orders (TRO's) such as yellow lines in place.
- **Nottinghamshire County Council** – is responsible for deciding which on-street TRO's should be introduced, amended or withdrawn. Such TRO's might include: single and double yellow lines, limited waiting bays, residents only parking schemes.

- **Broxtowe Borough Council** – is responsible for deciding how its off-street car parks should be managed and enforced. Working with the County Council’s enforcement contractor (currently NSL) it also monitors and controls on-street enforcement (see also exempt appendix 4).
- **CPU** – The Central Processing Unit basically processes Broxtowe Borough Council’s off-street penalty charge notice cases, and Nottinghamshire County Council’s on-street penalty charge notice cases in accordance with **The Civil Enforcement of Parking Contraventions (England) Representations and Appeals Regulations 2007**. The Borough Council deals with the content of the off-street appeals CPU process at an appropriate stage through to debt collection. In essence, the Borough Council makes the final local authority decision on off-street cases, and the County Council makes the final local authority decision on on-street cases.
- **TPT** – The Transport Penalties Tribunal is the independent adjudication service to which motorists may appeal if they are unhappy with the Borough’s decision on off-street cases and/or the County’s decision on on-street cases.
- **Supermarkets and other private operators** – In Beeston Tesco’s and Sainsbury’s both offer free town centre car parking for 3 hours. Indeed, these two car parks provide nearly two thirds of the Beeston town centre parking stock. The overall position is given below: -

<b>Town Centre &gt;</b>	<b>Beeston</b>	<b>Eastwood</b>	<b>Kimberley</b>	<b>Stapleford</b>
% parking Broxtowe controlled	25%	50%	14%	51%
% private controlled	61%*	31%^	79%	19%”
% parking County on-street	14%	19%	7%	30%

\*In addition, there is a free 100 space car park at Lidl, but it is advertised as store use only and so has been excluded from the analysis above.

^In addition, there is a free 425 space car park at Morrison’s, but it is relatively peripheral to the town centre and so has been excluded from the analysis above.

”In addition, there is a free 50 space car park at the ex-Co-op and a free 12 space car park at Sainsbury’s, but these are advertised as store use only and so have been excluded from the analysis above, as has the new Aldi as this is relatively peripheral to the town centre and is for store use only.

- **Why we don’t let parents dropping off children at school use housing car parks such as Jessamine/Nether Street in Beeston**

When these car parks are full of non-residents then essential care, carers, family members and residents to Retirement Living Scheme sites are unable to get parked, which can sometimes be a significant inconvenience when essential care in the community is being provided. It was a Housing Department decision to improve the situation for the aforementioned services because of repeated complaints from residents and families of residents.