



ON STREET PARKING CHARGES REVIEW

LOCAL COMMITTEE FOR WOKING 1 FEBRUARY 2006

KEY ISSUE:

To consider proposals to increase the on street Pay and Display and Parking Voucher charges.

SUMMARY:

As part of Woking Borough Council's review of its discretionary fees and charges and in accordance with the terms of the Decriminalised Parking Enforcement Agency Agreement, it is proposed to increase the charges made for parking on street. This increase would apply to Pay and Display and Parking Voucher charges.

CONSULTATIONS:

Borough Members via Executive and full Council.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree;

- (i) to advertise a Traffic Regulation Order under the Road Traffic Act 1984 to implement the increase in on street parking charges as detailed in Annex A to this report, and;**
- (ii) that authority be delegated to the Senior Local Transportation Manager, in consultation with the Chairman to consider and determine any objections and to make the Order.**

INTRODUCTION and BACKGROUND

1. Woking Borough Council reviews its parking charges annually, as part of the process to ensure that it maintains its income base and generates additional resources for the provision of services and revises them with effect from April each year. For such changes to be enforceable, they require the necessary Traffic Regulation Order to be advertised and made.
2. As part of Woking Borough Council's review of its discretionary fees and charges for the forthcoming year 2006/07, a recommendation was made to its Executive in October 2005 to increase on-street permitted parking charges, in addition to the charges made in the Borough Council's off-street car parks. The Borough Council approved the proposed changes on 15 December 2005 and Borough Officers were instructed to seek the approval of the revised on-street charges from Surrey County Council, in accordance with the terms of the Decriminalised Parking Enforcement Agency Agreement. Approval was also given to request the County Council, as Highway Authority, to advertise and make the necessary Traffic Regulation Order.
3. Prior to the introduction of Decriminalised Parking Enforcement in July 2005, Woking Borough Council was able to make the Orders that are needed to amend the on-street permitted parking charges. The DPE Agency Agreement now places this responsibility with Surrey County Council.

ANALYSIS AND COMMENTARY

4. The Borough Council's off-street charges are reviewed annually and have been increased consistently in line with their financial objectives.

5. The charges levied on-street have not been increased since April 2001. The Borough's review also proposes to increase these charges, primarily to maintain the differential between off-street and on-street tariffs, which has been eroded by the latest off-street charge increase. The proposed charges are shown in Annex A.
6. If no change is made to on-street charges, there will be no financial incentive for short term parking to take place in the car parks. On-street bays will become more congested to the detriment of residents and disabled parkers who have a genuine need to park on street. The increase in on-street tariffs will mitigate the effect that the increased off-street charges could have had on displacing traffic onto the streets of the Controlled Parking Zones.
7. Whilst it is the intention of both Surrey County Council and Woking Borough Council to endeavour to make DPE self-financing, as provided by Section 9.1 and 9.12 of the Agency Agreement, this is not the sole purpose for the proposed increases.
8. The Provisional Surrey Local Transport Plan 2006/07 – 2010/11 mentions the specific and emotive problems associated with parking. These problems are not new and in the document, "A Parking Strategy for Surrey", published by SCC in 2003, the need to effectively manage an area's parking supply is discussed. This management includes the use of a charging structure on-street that reflects that off-street but also tends to give priority to short stay parking in town centres which can be vital for the shops and businesses located there. In addition, the strategy aims to complement and support policies that reduce traffic growth and reduce levels of congestion.

FINANCIAL IMPLICATIONS

9. It is intended to spread the cost of advertising and making the relevant Traffic Order by combining it with the Order required for other waiting restrictions amendments that are due to be advertised in the very near future. This combined cost will be booked to the On Street Parking account held by Woking Borough Council, in accordance with terms of the DPE Agency Agreement.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

10. The effective management of the Borough's parking stock is in

accordance with the Provisional Surrey Local Transport Plan and is intended to maintain the vitality of the local economy whilst restraining traffic growth and reducing congestion.

CRIME & DISORDER IMPLICATIONS

11. There are no crime and disorder issues directly related to this proposal. However, waiting and loading restrictions are provided to serve a transportation purpose on the highway network and their more rigorous enforcement under DPE, should encourage greater observance of the restrictions and minimise potential illegal parking.

EQUALITIES IMPLICATIONS

12. The enforcement of waiting and loading restrictions should assist those with mobility problems and help manage facilities for disabled parking.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

13. It is important to retain a price differential between on-street and off-street parking to effectively manage the Borough's parking stock. The Borough Council has amended their off-street tariffs, necessitating an increase to the on-street charges. The effective management of the parking stock will help to restrain traffic growth and reduce congestion. In addition, an increase in the parking charges will help to make DPE self-financing, in accordance with the terms of the DPE Agency Agreement.

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BACKGROUND PAPERS:	

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Proposal

The tables below set out the revised discretionary fees and charges that are proposed for the Controlled Parking Zones in Woking, West Byfleet and Brookwood. Comparable charges for the current year are set out in brackets at the bottom of each table for reference.

Woking CPZ Pay and Display (Zone 1)						
Up to 30 minutes	Up to 45 minutes	Up to 1 hour				
£0.50	£0.75	£1.00				
(£0.40)	(£0.60)	(£0.80)				

Woking CPZ Parking Vouchers (Zone 1)						
Up to 30 minutes	Up to 1 hour					
£0.50	£1.00					
(£0.40)	(£0.80)					

Woking CPZ Parking Vouchers (Zones 2 - 5)						
Up to 30 minutes	Up to 1 hour					
£0.40	£0.80					
(£0.30)	(£0.60)					

West Byfleet CPZ Pay & Display					
Up to 30 minutes	Up to 1 hour	Up to 90 minutes	Up to 2 hours	Up to 3 hours	Up to 4 hours
£0.20	£0.40	£0.60	£0.80	£1.20	£2.70
(£0.15)	(£0.30)	(£0.45)	(£0.60)	(£1.20)	(£2.50)