

Car Parking Consolidation Order 2022

Summary: The proposed car parking charges for 2022 were agreed at Full Council on 23 February 2022. A new car parking order, consolidating the existing orders as well as introducing new charges has been advertised. The closing date for objections was 20th May 2022. In all 12 objections/comments were received.

Conclusions: Members may consider that the objections do not constitute substantive reasons for not bringing the order into force.

The consultation document contained an error concerning the use of season tickets whereby previously only short stay season tickets could be used on Albert St Holt and Staithe St, Wells. One positive comment pertains to this apparent lifting of the restriction. Members can decide if they wish to allow this restriction to be lifted as advertised or change the schedule to it being enforced.

Recommendations:

1. That the Council introduces the car parking consolidation order (as advertised) on Tuesday 5 July 2022. (Tariff changes will be downloaded to machines overnight of Monday 4 July 2022 after signage changes have taken place).
2. That the Council considers it is appropriate to make the order without modification (as above) but with the exception of retaining the restricted use of long stay season tickets on Albert St, Holt and Staithe street, Wells car parks.

Cabinet member(s): Ward(s) affected: All
Cllr E Seward

Contact Officer, telephone number, and e-mail: Duncan Ellis
01263 516330
Duncan.ellis@north-norfolk.gov.uk

1 Background

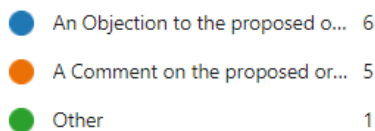
1.1 Cabinet recommended the revised car parking charges for 2022/23 at the meeting on 31 January and Full Council approved these on 23 February 2022. Subsequently, the legal process of preparing and advertising the order took place. This order is a consolidation of the existing order of 2012, which has been subject to a number of variations since that time.

1.2 The statutory process for making a Car Parking Order requires a local authority to allow at least 21 days for any person to make a written representation to the draft proposals and to place the proposed order on deposit for public inspection during the objection period. At the end of the consultation period, a Council's duty is to 'consider all representations duly made and not withdrawn' and before making the final order a local authority may modify the order in consequence of the objections. This report provides Members with a summary of the objections.

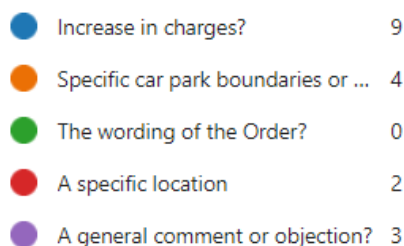
2 Representations

2.1 The period for public objections ran from 27 April to 20 May 2022. In total 12 representations were received.

4. What are you wishing to submit?

[More Details](#)*Above to read... to the proposed order*

5. Is your comment/objection related to

[More Details](#)

2.2 Of the individual objections/comments;

- 9 were objecting to increased charges – several mentioning the cost of living crisis
- 1 supported increases
- 1 supported the lifting of long stay season tickets at Albert Street
- 2 were requesting additional free (longer term) parking

A list of all the representations are given in Appendix A.

2.3 The consultation document contained an error concerning the use of season tickets whereby previously only short stay season tickets could be used on Albert St Holt and Staithe St, Wells. One positive comment pertains to this apparent lifting of the restriction. Members can decide if they wish to allow this restriction to be lifted as advertised or change the schedule to it being enforced.

2.4 The officer advice is that the current restrictions should remain in force so that only short stay season tickets can be used on Albert St Holt and Staithe St, Wells.

3 Corporate Plan Objectives

3.1 The proposals contained within this report directly contribute towards the 'Financial Sustainability and Growth' element of the Corporate Plan. Within the Corporate Plan and supporting Delivery Plan, Objective 2 under the 'Financial sustainability and growth' theme centres on 'taking, where appropriate, a more commercial approach to the delivery of discretionary services.' One of the Delivery Plan actions to help achieve this is set out under 2.2 and is to 'review the Car Parking Policy in order to maximise the revenue generated from car parking income.'

- 3.2 The Council has the opportunity to generate additional income whilst at the same time considering the expansion and/or acquisition of new car parks which would further increase this opportunity.
- 3.3 This area represents a fundamental external income stream for the Council and as such can contribute significantly to helping sustain the Council's medium term financial position.

4 Medium Term Financial Strategy

- 4.1 The current Medium Term Financial Strategy (MTFS) projections for future years are still projecting budget deficits of around £2.5m by 2025/26 in the midst of continuing uncertainty regarding the Fair Funding and Business Rates reviews. The Council must therefore consider all available options to generate additional income and reduce costs wherever possible.

5 Financial and Resource Implications

- 5.1 These proposed changes are anticipated to generate in the region of £230,000 additional income per annum. A budget of £25,000 was established as part of the previous report to cover the cost of implementing the changes to the current charges to include signage overlays and installation, advertising of the CPO, car park leaflets and reprogramming of the car park machines.

6 Legal Implications

- 6.1 As outlined above, the statutory process for making a Car Parking Order requires a local authority to allow at least 21 days for any person to make a written representation to the draft proposals and to place the proposed order on deposit for public inspection during the objection period.
- 6.2 The Council has advertised the consultation within the local press and has a section of the internet to support the provision of consultation responses.
- 6.3 At the end of the consultation period, a Council's duty is to 'consider all representations duly made and not withdrawn' and before making the final order a local authority may modify the order in consequence of the objections. This report provides Members with a summary of the objections.
- 6.4 The Council's legal team have been involved throughout the CPO process.

7 Climate / Carbon impact

- 7.1 The works will be undertaken in accordance with relevant Council policies, further consideration is currently being given to the further roll out of electric vehicle charging points (EVCPs) and this will be the subject of a further report later in the year.

8 Equality, Diversity and Sustainability

- 8.1 There are no direct equality and diversity issues or sustainability issues arising from the car parking order although parking in towns has wider implications in relation to accessibility.

9 Risks

- 9.1 There is a financial risk to the Council if the new charging regime is not introduced on 4 July 2022 as a result of possible loss of income that would result from not introducing the new charging regime. Members should however note that it is possible to delay the making of an order for up to two years from the start of the objection period.

10 Crime and Disorder

- 10.1 There are no issues relating to crime and disorder arising from this car park order.
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11 Conclusions and recommendations

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- 11.1 The consultation document contained an error concerning the use of season tickets whereby previously only short stay season tickets could be used on Albert St Holt and Staithe St, Wells. One positive comment pertains to this apparent lifting of the restriction. Members can decide if they wish to allow this restriction to be lifted as advertised or change the schedule to it being enforced.
- 11.2 The officer advice is that the current restrictions should remain in force so that only short stay season tickets can be used on Albert St Holt and Staithe St, Wells.
- 11.3 The objections received do not raise substantive reasons for not introducing the car parking order.
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It is therefore recommended that;

- 1 That the Council introduces the car parking consolidation order (as advertised) on Tuesday 5 July 2022. (Tariff changes will be downloaded to machines overnight of Monday 4 July 2022 after signage changes have taken place).
- 2 That the Council considers it is appropriate to make the order without modification but with the exception of retaining the restricted use of long stay season tickets on Albert St, Holt and Staithe Street, Wells car parks.

APPENDIX A**NNDC CPO Consolidation - List of comments objections**

I'm completely in agreement with the proposed increase in car park charges in Cromer. As a resident living in the town I think visitors should expect to contribute to the town at a level in line with the current rate of inflation. The cost of maintaining these facilities should be paid by the users and not the rate payers.

Should you not be making ALL town centre parking FREE to attract customers into the shops? Why not do a trial, for example make Vicarage Street car park in North Walsham free for 2 months and see if it increases town footfall. Putting up charges only leads to shoppers being driven to the supermarkets. Remember even a small parking fee will deter many, just a 5p charge on carrier bags created a 90% drop in their use and £1 on trollies means almost all users now return them.

The increase in charges is considerably above the current uk inflation rate. It appears to be just another way for the council to make money.

You have already closed / taken away 8 free car parking slots in North Walsham by putting electric car charging places, Why did you not put these on the other side which has more car parking spaces? Is it because you have to pay on that side? You have chosen to close North Walsham Town off, so no free car parking there, you have decided to reduce car parking by the fire station and put a bus station there. Plus you want to put prices up. No wonder people are keeping away from North Walsham Town. All together I count you have lost this Town around 50 car parking slots. This is contributing to the death of the Town.

I believe any increase in parking charges will have a detrimental effect on trade in the towns, particularly affecting businesses who are only just beginning to emerge from the pandemic and struggling to bring trade back to pre-pandemic levels. There is also the current cost of living crisis which is already having an effect on peoples spending power. I see no reason other than profiteering to charge a higher price for parking at our coastal resorts than to those inland - how can running costs be any different. Surely we need to encourage visitors, whether on a day trip or longer visit and also our locals into our towns rather than to shop online or at out of town retail centres both of which cost nothing to park.

We're already facing a huge cost of living crisis & now the council wants to double dip. There's ZERO justifiable reason to do this other than a blatant cash grab against motorists. Most car parks have seen little to no additional investment & those that have been made worse like East Runton where its now impossible to park if you're disabled as there's no specific spaces. The entrance to the field parking is uneven & worn & hasn't seen any attention in years.

Same with other car parks like Fakenham - little tlc shown, other than (very expensive) EV chargers (well done in that btw) but no free parking while you're charging? So premium charging & expensive parking on top?

If you feel you have to do this put up pay & display prices but freeze season tickets so you can penalise the tourists & give locals, you know those who contribute & rely on you the most a way of dodging the increase.

In short you should be forced to justify your increase not just do it because you can to line your pockets

Where do you expect us to get the money from?

The charges seem to have increased and it is now becoming quite expensive to park in the smaller towns that need our support

Local residents of North Walsham should be given permits for parking. I have to illegally park as no parking is provided for free for those that live in town. To add salt to the wound the "HAZ" plan that hasn't considered residents is now taking over where my grocery delivery pulls in with spaces for disabled parking so I have to lug my shopping but someone can pull up outside my flat for a drink in the KA as long as they have a special badge. With the market place not allowing traffic, all this extra traffic will go down King's Arms street where I have to walk in the road with my pram as the pavements aren't wide enough. Do you think I like paying £650 a month for a flat in town with no parking? But no, we're expected to live with no car parking, no free parking outside. I can't afford a permit so if you want to residents of KA Street to stop parking at the Catholic Church - make parking free for those in the flats. Midland Road is also too far to walk with shopping.
