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Car Parking Strategy Working Party

Held at Meeting Room 1 - Ryedale House, Malton, North Yorkshire YO17 7HH
on Tuesday 3 December 2019

Present

Councillors Delaney, Duncan and Frank

In Attendance

Amy Thomas, Howard Wallis, Alan Bardet and Margaret Wallace

Councillors Burr and Raper

Minutes

1 **Apologies for Absence**

Apologies received from Cllr Keal

2 **Urgent Business**

None

3 **Declarations of Interest**

None.

4 **Overview of Rationale for the Review**

Cllr Duncan gave an introduction to the working party and its remit.

Howard Wallis gave an overview to members the current Ryedale car parking situation and future goals, including:

- Contracted civil enforcement provided by Scarborough Borough Council
- Increased demand for parking
- Additional rail services scheduled to start in May 2020
- The infrastructure and connectivity study
- Increased focus on financial sustainability
- The influence of the recently declared climate emergency
- The need for a more holistic approach to car parking
- North Yorkshire County Council's own strategy, mainly focused towards on-street car parking.
- Funding that has been made available to develop the strategy by full council
- Striking a balance between the local economy and sustainability
- Cycling and other sustainable modes of transport

- Closed surveys and consultations that have taken place in Malton, Norton, Helmsley, Pickering and Kirkbymoorside.
- Feedback from the member presentation was also considered in recommendations.

5 **Working Towards a Car Parking Strategy**

Members discussed how the group will work to help create a policy that officers can refer to when making any future car parking decisions. This will include further working parties and consultations, before submitting a final report to Policy and Resources committee.

6 **District-Wide Recommendations Discussion**

Members discussed the 9 district-wide recommendations made as part of the findings and recommendations produced in November 2019, which include:

RDC should set tariffs based on the specifics of the car park

Members discussed the 10p difference between charges for long and short stays and how that potentially dis-incentivises longer stays and is confusing for people. This model restricts optimisation of revenue and the possibility of charging premiums in more popular locations, looking at each car park on its own merits. The option to change from an upfront fee to a tap in/out system was also discussed.

RDC should operate differential charging periods for peak days

It was discussed how premiums could be charged for peak times of day, times of year or specific events. The prices are already no longer advertised on boards, only on machines so prices can be changed remotely. Clarification is to be sought on whether machines can accept contactless payments and other features they are capable of. Concern was raised that raising prices at certain time could put people off but it was suggested that this would boost slower periods and take advantage of busy ones with a view to promote not prevent visiting the area.

RDC should consider rescinding the current permit offer, link permits to specific car parks, establish a new process for setting parking charges for permits and casual users and consider if a tourist parking permit is consistent with its objectives and if so how it can be reconfigured to offer parking at multiple locations and be more widely available for purchase.

A 12 month or 7 day permit is currently offered for short and long stay parking district wide, but does not cover National Parks so may-be off-putting for visitors. The figure on the number of users is to be provided for the next working party. No active marketing currently takes place and the incentive for alternative sustainable transport was discussed. Other permit options should be discussed.

RDC should consider providing a larger, clearer sign setting out the parking tariff for each of its car parks

The costs vs benefit of producing signage was discussed, especially if it decided to offer varying prices at different times. Disabled parking and the advertising of charges still applying with an extended stay was also mentioned, with information to be provided at the next working party on the current rules for disabled parking.

RDC should convert parking provision to electric vehicle (EV) use and charging as required by that strategy. Any favourable parking charges or conditions applied should be clearly made as a time-limited incentive.

EV charging points are currently provided at Water Lane, Malton and St Nicholas Street, Norton. Consideration of future popularity of EVs and the effects this may have on revenue if offering favourable charges was discussed. There is no current EV strategy as referred to in the recommendation so no comment could be made in that regard.

RDC to work with land owners and other partners (NYCC and Town Councils) to ensure good provision of cycle parking in each of the towns.

Members discussed whether cycle parking facilities such as bars and lockers were more necessary in town centre areas rather than inside car parks. CCTV and security provision was also discussed as well as Town Council and NYCC funding. The opportunity to apply for funding has been offered to Town Councils.

Other District-Wide Issues Raised by Councillors

Scarborough Borough Council enforcement

Members also discussed the current enforcement contract with Scarborough Borough Council, including the opportunities available if the service was brought in-house. This should be referenced in future strategy and would be an ongoing long-term project subject to agreement with NYCC regarding other aspects of enforcement and a review is underway.

Appearance and maintenance of car parks

Future investment in upkeep of car parks was discussed as well as the space taken up by recycling points and how that could be optimized.

Timings of tariffs

Currently RDC car parks charge to park until 6:30pm. This was noted as not consistent with other areas and confusing for users, resulting in unexpected penalties. Also the appropriate accessibility to the car parks after certain times was discussed.

Parking Machines

It was discussed whether the current parking fee machines are suiting needs, the option of charging on a tap in/out basis rather than set time fee up front be adopted and whether that would be possible with the current machines including online/app payments.

7 Setting of Timetable for Town-Specific Recommendations Discussion

It was agreed that the next 2 to 3 sessions will include discussions around specific towns, inviting members from those areas to attend and contribute, subject to availability. Any issues for discussion will be collated in advance for consideration during the meetings.

The next meeting will be scheduled for January, with a specific date subject to availability of attendees.

8 Future Stakeholder Consultation - Engagement and Timescales

It was agreed that future stakeholder consultation be put on hold until after all feedback has been received and a view be taken after town-specific working party meetings.

9 Any Other Business that the Chair Deems as Urgent

None.