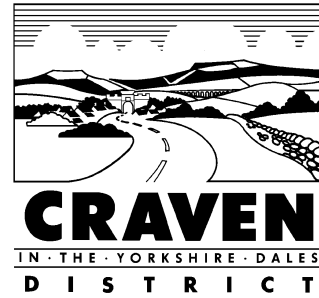


**Policy Committee –  
1<sup>st</sup> March 2016**

**Amendments to Parking Places Order**



Report of the Director of Services

Leader Member – Councillor Mulligan

Wards affected: All

**1. Purpose of Report**

To consider:

- 1.1 The introduction of a Pop and Shop parking scheme on the Council's Coach Street car park, Skipton
- 1.2 The removal of motorcycle charges across the pay and display car parks within the District
- 1.3 The removal of an area of land from the Craven District Council (Off-Street Parking Places) and (Consolidation) Order 2015 (the 'Parking Places Order'), adjacent to Skipton Bus Station.

**2. Recommendations**

Members are recommended to:

- 2.1 Approve the introduction of Pop and Shop on Coach Street, Skipton car park by designating 6 spaces, in the area identified on the plan attached at Appendix A to compliment the scheme already in place on the High Street, Skipton car park.
- 2.2 Approve the removal of parking charges for motorcycle parking from all pay & display car parks, subject to motorcycles parking in designated motorcycle parking areas.
- 2.3 Approve the removal of land, as identified on the plan attached at Appendix B, from the Parking Place Order to allow for an alternative use.
- 2.4 Subject to approving any or all of recommendations in 2.1 to 2.4 inclusive, delegate authority to the Director of Services, in consultation with the Solicitor to the Council to seek consent from North Yorkshire County Council as the highway Authority, and if approved by them, make the formal Parking Places Order including considering and deciding on duly made objections to the Parking Order proposals.

## Reports

### **3. Pop and Shop**

3.1 The Council currently operates a pop and shop parking scheme at its High Street car park, Skipton. The scheme is very popular and services the immediate area and High Street extremely well for visitors wishing to make a quick trip to the Town Centre.

3.2 Coach Street car park does not currently operate a pop and shop scheme. Two recent communications have prompted this report to Members regarding the potential for introducing of a pop and shop scheme on this car park.

3.3 The first was a request made by a retailer located on Coach Street whether it would be possible to operate a small number of pop and shop spaces on Coach Street car park to assist visitors that need to make a quick visit to the shops on Coach Street and surrounding areas (this would also be convenient for the High Street and may also help to promote the Coach Street car park assisting in the distribution of parking across the town).

3.4 The second is connected with the schools on Gargrave Road and parent's dropping off and picking up their children with a recent incident highlighting that it appears some parents take longer than the 15 minute grace period to drop off or pick up their children. A short stay (30 minutes), low tariff (pop and shop scheme) would also assist with this issue and allow for parents, who feel they need longer than 15 minutes, to park legitimately for a minimal fee.

3.5 The general principle of the proposed scheme is:

- To designate 6 spaces in the Coach Street car park as 'Pop and Shop'
- For the tariff to be 20p for 30 minutes parking with no return within one hour (current minim stay on Coach Street car park is £1.10 for one hour)
- Charges to apply seven days a week, 9am – 6pm
- Disabled drives to be given an additional half hour dispensation

(This is essentially the same as High Street car park apart from the number of spaces designated to the scheme).

3.6 The Pop and Shop scheme will allow visitors to park in specifically marked bays for up to 30 minutes for a nominal fee to assist in making quick visits to the local shops and also allow parents on the school run to local schools to drop off/pick up for a nominal fee giving them 30 minutes in which to do so.

3.7 Other changes within the Coach Street car park have already been approved by Members e.g. overnight HGV parking and Motorhome parking, which are due to be implemented shortly. If Members approved the pop and shop scheme it would be prudent for all changes to be implemented together which would significantly reduce the costs for changing the signage and tariff boards for the respective schemes. On this basis the set up costs previously approved for the Motorhome and HGV parking schemes would also cover the introduction of the

pop and shop scheme. There will be a cost implication to remarking 6 bays to designated "Pop and Shop" bays, the estimated cost for this is £500, which can be met within existing budgets.

#### **4. Motorcycle Parking**

- 4.1 The Council currently charges motorcycles to park in its pay and display car parks at the same rate as cars. In Skipton, High Street and Waller Hill car parks both have areas designated for motorcycle parking and High Street car park appears to be the most popular in terms of usage. Whilst there are no designated motorcycle areas in the Settle and Ingleton car parks, there are areas within both the Whitefriars and Ingleton Community Centre car parks that tend to be used for motorcycle parking. These areas could be marked as designated motorcycle parking.
- 4.2 Whilst it could be argued that charging motorcycles the same rate as cars is inequitable, it is operational issues that have led to the recommendation that Members remove motorcycle charges altogether which are:
- The lack of enclosed cabin makes it exceedingly difficult to display a pay and display ticket
  - The lack of secure enclosed cabin provides easy opportunities for removal/theft of a pay and display ticket from a motorcycle
  - The lack of enclosed cabin means that a pay and display ticket wherever it is displayed is open to the weather elements, meaning it could become wet and unreadable or become detached from its display area through wind and/or rain
- 4.3 For these reasons it is exceedingly difficult to effectively enforce Motorcycle parking and the Council does receive communication from motorcycle drivers who have been worried about their inability to retain a pay and display ticket on their motorcycle and avoid receiving a Parking Charge Notice.
- 4.4 In terms of enforcement, the motorcycle parking is currently enforced as best as can be expected, however, unless the motorcycle driver who has been issued with a Penalty Charge Notice (PCN) can prove they had displayed a ticket on arrival, e.g. taken a date/timed photo, they would be expected to pay the PCN if issued for non-display of a pay and display ticket in accordance with the rules and regulations of parking enforcement. This can lead to disgruntled motorcycle users who have genuinely paid for and attempted to display their ticket.
- 4.5 The areas that are either designated as motorcycle parking or that tend to be used on an ad-hoc basis are areas of the car park are not large enough park a four wheeled vehicle, and is therefore otherwise unusable space.
- 4.6 It is proposed that the Parking Places Order be amended to allow motorcycle parking free of charge in designated motorcycle parking areas. Charges would apply should a motorcycle park in a four wheeled vehicle sized parking bay.
- 4.7 A small amount of line works would be required for Settle and Ingleton to

designate motorcycle parking areas, but these would be carried out as part of other planned maintenance re-lining works and therefore would not increase the cost given the small areas involved (lining works are costed on a day rate basis).

- 4.8 It is impossible to calculate any reductions in revenue that would result from the removal of motorcycle charges as the tickets bought are not distinguishable between vehicle types given that the charges are the same. However, it is estimated that this will be minimal based on observations of the number of motorcycles parking in the car parks.

## **5. Area of Land adjacent to Skipton Bus Station**

5.1 In the Craven District Council (Off-Street Parking Places) and (Consolidation) Order 2015 the area of land as outlined in red on the plan attached at Appendix B is prohibited from parking and enforceable under Civil Parking Enforcement.

5.2 The land has no useful purpose to the day to day operation of the car park or the bus station however it does have the potential as a rentable piece of land. It is therefore requested that the area of land outlined in red on the plan attached at Appendix B be removed from the Parking Places order to allow for an alternative use to derive an income for the Council to be explored

5.5 There are no conflicts with Skipton Bus Station as this area of land is already well separated from the bus station apron through fencing and different surface treatment. The boundary for the land to be leased would also still provide sufficient space between the boundary and the fence to the bus station apron to continue to provide a path around the perimeter of the bus station without the need to enter the apron.

## **6. Implications**

### **6.1 Financial Implications**

6.1.1. Costs associated with the works outlined in this report can be met from existing budgets.

6.1.2	<b>Expenditure</b>	
	<b>Set up costs</b>	
	Signage	Nil (can be undertake with other signage works where funds already allocated)
	Lining	Nil (can be met from existing budgets)
	Tariff software	Nil (can be undertaken with other signage works where funds already allocated)

6.1.3 On the majority of days Coach Street car park does not currently reach full capacity and it is therefore highly unlikely that income levels will be adversely affected by the introduction of a minimal tariff scheme on six spaces.

6.1.4 Removal of charges for motorcycles will have a minimal negative effect on parking income, however, the difficulties and administration of enforcement outweigh this together with the reputational issues associated with motorcyclists trying to display a pay and display ticket on an open vehicle.

## **6.2 Legal Implications**

If Members are minded to approve the recommendations set out in this report, the Craven District Council (Off Street Parking Places) and (Consolidation) Order 2015 will require formal variation (including obtaining North Yorkshire County Council's consent as the Highway Authority).

## **6.3 Contribution to Corporate Priorities**

6.3.1 These schemes would contribute to the corporate priority of Enterprising Craven and Financial Resilience.

6.3.2 **Enterprising Craven** - The Council's Parking Strategy Aims include "provide good quality public car parking facilities appropriate to the service needs of the main service centre across the district" and "recognise the different characteristics of the main service centre of Craven District and liaise with key partners (business, Parish Councils, Chamber of Trade etc) in providing car-parking services appropriate to local circumstances". In addition the strategy supports the need to promote the economic vitality of town and village centres, helping to ensure that towns in the district remain important retail and service destinations in their own right. Each of these schemes contributes to these aims.

6.3.3 **Financial Resilience** – Freeing up land that is either uneconomic or facilities can be re-provided elsewhere provides the Council with the opportunity to maximise income opportunities through leasing land to third parties.

## **6.4 Risk Management**

There are no foreseen risks associated with the proposals outlined within this report.

## **7. Consultations with Others**

Legal Services, Finance Management and Risk/Procurement & Insurance.

## **8. Access to Information : Background Documents – None**

9. **Author of the Report** – Hazel Smith, Business Services Manager, email: [hsmith@cravencd.gov.uk](mailto:hsmith@cravencd.gov.uk) telephone: 01756 706310

## **10. Appendices**

Appendix A Coach Street Car Park Plan (Pop and Shop bays)  
Appendix B Land adjacent to Skipton Bus Station