Rother District Council

Off-Street Car Park Charges TASK AND FINISH GROUP

Draft Terms of Reference

Aims and Origin   -   To review the impact of Civil Parking Enforcement (CPE) across the district including Council owned off-street car parks now that CPE has been in place since 29 September 2020. To present recommendations arising from the review to OSC and to inform the ESCC's annual report on the scheme.

To continue to monitor the impact of CPE on the use of Council owned off-street car parks and if considered appropriate, a revised schedule of charges for Council-owned car parks be presented to the Overview and Scrutiny Committee (OSC) and establish whether the proposed charges enable the Council to meet its costs, as well as ease congestion, improve the local environment and promote accessibility to residents, local businesses and visitors.

In September 2020 ESCC introduced Civil Parking Enforcement (CPE). CPE introduced charging to certain on-street parking locations throughout Bexhill, Rye and Battle. On-street charging will not apply to other areas of the district, but other restrictions may apply.

The Council operates its designated car parks under the District of Rother (Off Street) Parking Places Order 2020 (PPO). The PPO provides a framework under which the Council can manage its car parks effectively and better meet the cost of maintenance and enforcement through parking charges.

The introduction of CPE is likely to increase the use off-street car parks under the Council's ownership. The increased usage will have an impact on the accessibility of car parks for local businesses and residents as well as increase the maintenance and enforcement costs to the Council.

There has historically been an inconsistency of charges across the district with certain car park locations having higher charges than other areas with some benefitting from free parking. The Council might consider a scale of parking charges that is more consistent between equivalent areas of the district.

In September 2020 Cabinet agreed to amend the PPO 2020 to introduce charges to certain parks that fall

directly within those CPE areas where on-street charges have been introduced. It was also agreed that those car parks that are in close proximity to areas where on-street charges apply should also have charges introduced; the impact of these new charges also needs to be monitored.

Scope

a) Review feedback from residents, businesses, town and parish councils, and wider user groups regarding the introduction of CPE.
Review data illustrating levels of car park usage before and after the introduction of CPE.

b) Review the income data from each car park location before and after the introduction of CPE.

c) Consider the needs of those amenity and community groups which are attached to certain car park locations.

d) Consider car park charges in relation to their use and cost to provide and maintain the service.
Consider introducing charges into free car parks to support their maintenance.

e) Consider the eligibility criteria for nominated and dedicated annual permits (residents' permits).

Desired Outcome -
- Evidence based recommendations regarding changes to CPE to ESCC
- Increased use of Council car parks currently underutilised.
- Parking charges support the local economy and local accessibility requirements.
- Local congestion is reduced and the local environment improved by a reduction in noise and air pollution as people choose to park out of town

Timescale -
- Evidence gathering and review – from October 2020 extended to September 2021
- Formal recommendations to be agreed November 2021
- Report back to OSC – January 2022

Membership - Minimum of 6 Members - TBC

Officer Lead - Deborah Kenneally

Quorum - Two