



**ISLE OF WIGHT COUNCIL**

**DECISION UNDER DELEGATED POWERS**

**DECISION CANNOT BE TAKEN BEFORE 25 JANUARY 2024**

Title	<b>APPROVAL TO DRAFT A PARKING PLACES ORDER IN ORDER TO INTRODUCE PARKING CHARGES AT UNION STREET, NEWPORT</b>
Report of	<b>STRATEGIC DIRECTOR OF COMMUNITY SERVICES</b>

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**Executive Summary**

1. The council is required to find savings or generate additional income in 2024/25. Additional income from the introduction of charges in Union Street, Newport will help reduce the burden of the overall council subsidy being provided to the highways and transportation budget. This is becoming increasingly difficult to service given the pressures on the council's revenue budget, which could impact on its ability to deliver its highways and transport objectives. Inflation and its impact of service delivery costs must also be considered.
2. The introduction of parking charges at Union Street, Newport will ensure a consistent approach with parking charges in neighbouring New Street. Union St is anomalous in that it currently offers 1 hour free parking. The objective is to provide consistency with New Street and offer 2 hours chargeable parking.
3. In order that the new charges can commence in April 2024, it is necessary to make this decision in January in order that the necessary that the drafting/advertising and reviewing any objections to a new Parking Places Order and engagement with Island Roads can be undertaken with sufficient notice.

**Recommendation**

To draft a Parking Places Order in order to introduce parking charges at Union Street, Newport.
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## Background

4. The provision and management of car parking is a legitimate tool for the council for use in the delivery of its transportation and wider corporate objectives. The council is able to control the supply of parking spaces it provides as well as the price and duration of their use in pursuance of these objectives. The council's corporate plan provides for it to improve the economic, social, and environmental well-being of the Island. The Local Transport Plan describes the Council's approach to its management of highways transportation (including car parking) in this context and identifies six principal objectives in this approach: -
- Enhance and maintain our highway assets
  - Maintain and improve journey time reliability and predictability for all road users
  - Protect and enhance the environment and quality of life
  - Improve road safety and health
  - Reduce the need to travel
  - Promote travel choice
5. The provision and control of parking can contribute to the delivery of these objectives depending on the approach taken by the council and is also able to make a contribution to the costs of achieving these objectives.
6. The proposed amended charges will assist in facilitating the passage on the road or any other road of any class of traffic (including pedestrians) and for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.
7. In order to introduce additional locations for charging for the use of its car parking spaces (on and off-street), the council is required to publish a notice of parking proposals in the form of an official order, setting out the details of changes, including location and charges and including a statement that all objections and other representations relating to the order must be made in writing and that all objections must specify the grounds on which they are made.
8. TABLE ILLUSTRATING PROPOSED PARKING CHARGES FOR UNION STREET, NEWPORT

Up to 30 minutes	£1.25
30 minutes to 1 hour	£2.45
1 to 2 hours	£4.90
Overnight Tariff	£2.00

9. TABLE ILLUSTRATING NUMBER OF PARKING TRANSACTIONS PER TARIFF BAND AT NEW STREET, NEWPORT IN 2023

Up to 30 minutes	835
30 minutes to 1 hour	830
1 to 2 hours	385
Overnight Tariff	83

10. If the existing parking behaviour at New Street, Newport was replicated at Union St, Newport, and taking into account that there would be fewer bays at Union Street, it is calculated that an income of £3.6K could be generated.

**Corporate Priorities and Strategic Context**

**Responding to climate change and enhancing the biosphere**

11. This proposal has implications for the council's Carbon Management Plan in relation to emissions from private vehicles.
12. If the proposal encourages more car sharing or public transport use, there would be a corresponding reduction in carbon emissions.
13. The proposal could encourage a greater uptake of electric vehicles as parking is free for vehicles actively charging in Isle of Wight Council Car Parks until 31<sup>st</sup> December 2024.



Socio-Economic Outer Ring	Scores
No Poverty	3
Zero Hunger	3
Good health and wellbeing	4
Quality Education	3
Gender Equality	3
Clean Water & Sanitation	3
Affordable and clean energy	4
Decent work and economic growth	3
Industry, Innovation and Infrastructure	3
Reduced inequalities	3
Sustainable cities and communities	3
Responsible consumption and production	3
Climate Action	3
Life below water	3
Life on land	3
Peace, justice and strong institutions	3

<b>Environment Inner Ring</b>	<b>Scores</b>
<b>Transport</b>	4
<b>Energy</b>	3
<b>Housing</b>	3
<b>Environment</b>	4
<b>Offset</b>	3
<b>Adaptation</b>	3

### **Economic Recovery and Reducing Poverty**

14. The proposal does not significantly impact on reducing the numbers of residents, and especially children who are living in poverty.

### **Corporate Aims**

15. The number of parking transactions and the monthly income generated by on and off street parking is reported on a monthly basis to Community Services Performance Monitoring database.

### **Consultation and Engagement**

16. The introduction of charges at Union St., Newport will be communicated to the wider public via a Parking Places Order

### **Financial / Budget Implications**

17. Members will be aware of the significant financial pressures facing the council. Without consideration and agreement to the proposal to introduce parking charges in Union Street, Newport, the council will need to make further reductions across its service areas in order to help fund the increasing costs in relation to the highways and transportation activities especially in relation to free bus travel.
18. The council, through the PFI contract with Island Roads is committed to improving the standard of its entire car parking provision; this will ensure that the fabric of the off-street car parks is maintained to the highest standards. It is difficult to disaggregate the exact cost of these works from the PFI contract but prior to the contract the council had no funds with which to undertake these works.

### **Legal Implications**

19. The statutory authority for Traffic Regulation Orders is contained within the Road Traffic Regulation Act 1984. Orders are progressed in accordance with the Local Authority's Traffic Regulation Order (Procedure) (England and Wales) Regulations 1996.
20. Section 122 of the Road Traffic Regulation Act 1984 sets out a general duty that the Council must meet when exercising powers under the Road Traffic Regulation Act 1984 and a power to provide off-street parking places.

21. Section 32 of the Road Traffic Regulation Act 1984 gives the Council the power to provide off-street parking places for the purpose of relieving or preventing congestion of traffic. The Council can charge for the use of these off-street parking places and provide for the use of these parking places pursuant to section 35(1)(iii) of the Road Traffic Regulation Act 1984.
22. Thorough consideration has been given to the factors set out in Section 122 of the Road Traffic Regulation Act 1984 in proposing these Traffic Orders. Section 122 requires the local authority to secure the expeditious, convenient, and safe movement of traffic (including pedestrians) and the provision of adequate parking facilities. In carrying out this exercise the Council must have regard to the:
  - Desirability of securing and maintaining reasonable access to premises.
  - The effect on the amenities of any locality effected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the road(s) run.
  - Any strategy prepared under Section 80 of the Environment Act 1995 (the national air quality strategy).
  - The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
  - Any other matters appearing to the local authority to be relevant.
23. The Local Authority's Traffic Regulation Order (Procedure) (England and Wales) Regulations 1996 set out the procedure to be adopted following publication of the proposed Notice of Variation, Parking Places Order and TROs and the approach the Council should adopt in considering the Orders.

## **Equality and Diversity**

24. The council as a public body is required to meet its statutory obligations under the Equality Act 2010 to have due regard to eliminate unlawful discrimination, promote equal opportunities between people from different groups and to foster good relations between people who share a protected characteristic and people who do not share it. The protected characteristics are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
25. Under the Equality Act 2010 the council is required to have due regard to its equality duties when making decisions, reviewing services, undertaking projects, developing and reviewing policies. An Equality Impact Assessment has been undertaken for the introduction of on-street parking charges to New Street, Newport and is attached for information. It has identified no negative impacts on any of the protected characteristic groups. See Appendix 1.

## Property Implications

26. There are no property implications associated with this report.

## Options

27. The inflationary cost rises mean that the service is more expensive to operate. The proposal is to increase as follows:
- Option 1 - To draft a Parking Places Order in order to introduce on-street parking charges at Union St., Newport.
28. This increase should result in additional income of £3,600 over a full 12 month period following implementation.
29. Option 2 - to refrain from introducing parking charges at Union St., Newport. This would compel the Authority to seek savings/additional income elsewhere, which could impact on its ability to deliver its highways and transport objectives. It would also maintain the inconsistency between the neighbouring streets of New Street and Union Street.

## Risk Management

30. There is a risk that the proposal to introduce parking charges in New Street Newport as set out in a new Parking Places Order planned does not deliver the estimated parking income. A considerable amount of time has been spent looking at all of the data and parking behaviour. Resistance to new parking charges might be a benefit in terms of the council's wider highways and transport objectives as it could indicate people are using alternate forms of travel or car sharing but it would be a financial pressure for the council to consider.
31. The council would have to consider making further reductions in its spending in areas not related to highways and transportation in order to balance any shortfall in the additional expected income from the changes in the parking order.
32. The key mitigation to these risks is the effective and timely marketing of the Council's range of Parking Permits which offer excellent value for money. A permit, at the existing price of £648 equates to a daily parking rate of less than £1.80 per day. Residents of Union St would be eligible for a 200m radius permit for Chapel St Car Park. A 200m radius permit and the existing price of £238.80 equates to approximately 65p per day.

### APPENDICES ATTACHED

33. Appendix 1 – Equality Impact Assessment

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