

# Arun District Council

<b>REPORT TO:</b>	<b>Environment Committee, 21<sup>st</sup> November 2023</b>
<b>SUBJECT:</b>	<b>Variation to Parking Fees</b>
<b>LEAD OFFICER:</b>	<b>Karl Roberts, Interim CEO and Director of Growth</b>
<b>LEAD MEMBER:</b>	Councillor Sue Wallsgrove
<b>WARDS:</b>	<b>All</b>
<b>CORPORATE PRIORITY / POLICY CONTEXT / CORPORATE VISION:</b>	
<p>Car parking fees are discretionary and can be set by the Council in order to optimise its revenue in accordance with the Council's Off-Street Parking Strategy.</p> <p>To seek to identify the best way of using the Council's car park assets to deliver the Arun Council Vision 2022-2026 aims:</p> <ul style="list-style-type: none"><li>• Fulfilling Arun's economic potential</li><li>• Supporting our environment to support us.</li></ul>	
<b>DIRECTORATE POLICY CONTEXT:</b>	
<p>The Off-Street Parking Strategy 2021-2026 sets out that the Council will review the charges annually. The Strategy aims to maximise the use of car parks in a way that supports the needs of businesses, workers, shoppers, commuters, and visitors, whilst looking to optimise yield from parking in line with the corporate charging principles.</p> <p>This report sets out proposed car parking fee options for Committee to select from and agree, alongside amendments to Arun District Council's Parking Order.</p>	
<b>FINANCIAL SUMMARY:</b>	
<p>The fee option proposals are outlined in Appendix 1. The preferred Option B would yield additional income of approximately £230,00 per annum less a one-off cost of £50,000 in respect of a feasibility review and implementation costs.</p>	

## 1. PURPOSE OF REPORT

- 1.1 To seek the Committee's agreement to one of the fee options set out in Appendix 1.
- 1.2 To seek the Committee's agreement to the proposed changes to Arun District Council's Parking Order.
- 1.3 To seek the Committee's agreement to commission consultants to undertake a review of the Council's Parking Services that will make recommendations for Committee to consider in future. Furthermore, to set out the proposed scope of

the review. The purpose of the review itself is to seek recommendations on how the Council's car park assets can best contribute to the delivery of the Council's Vision directly through service provision, and indirectly by generating revenue to support the revenue needs of parking services.

## **2. RECOMMENDATIONS**

- 2.1 It is recommended that the Committee agrees:
- 2.2 To introduce parking fee option B with effect from 01 April 2024.
- 2.3 To delegate to the Group Head of Technical Services to advertise, consider representation and determine the following proposed amendments to the Parking Order:
  - a. To agree the redefinition of all short and long stay car parks as 'town centre' car parks.
  - b. To agree to the addition of Eldon Way car park to Arun District Council's Parking Order and the associated charging tariff as set out in Appendix 1.
  - c. To agree the installation of parking ticket machines within the three free car parks operated in partnership with Middleton-On-Sea and Felpham Parish Councils.
  - d. To agree the cessation of refunds issued for the cancellation of virtual parking permits for Arun District Council car parks.
- 2.4 To delegate authority to the Group Head of Technical Services to introduce and revise annually an administration fee for road closures based on the cost recovery principal.
- 2.5 To undertake a feasibility assessment for the installation of a solar canopy in Mewsbrook car park.
- 2.6 To the development of a plan for improving and introducing fees to the car park to the rear of the Bluebird Café, Ferring Rife, Ferring.
- 2.7 That a Parking Services Review be commissioned, and its scope as set out in paragraphs 4.17 – 4.30.

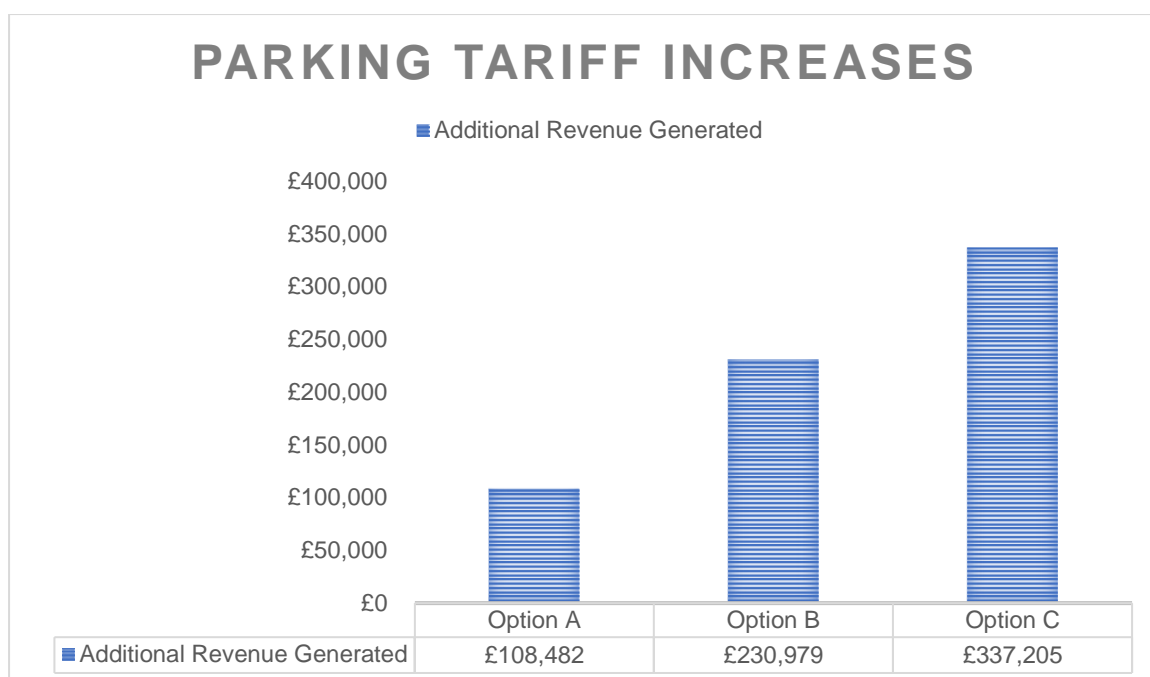
## **3. EXECUTIVE SUMMARY**

- 3.1 Annual review of the Council's Car Park fees in accordance with the Off-Street Parking Strategy and allied service development proposals.

## 4. DETAIL

- 4.1 The Council operates 28 pay and display car parks, 3 in shared ownership, within the district. The car parks provide a vital service to residents and the local economy facilitating visits by people outside our district, helping to support the tourism sector.
- 4.2 The car parks are currently defined as short stay, long stay, seasonal or free depending on their location and charging structure. The short stay and long stay car parks are within town centres whilst the seasonal car parks are mainly on the seafront and have summer and winter charging structure.
- 4.3 The cost of delivering the Council's parking services is increasing which makes it necessary to increase its revenues. This is mainly due to the effects of inflation such as its impact on the national living wage and energy prices. Other cost factors are associated with the Council's move to reduce the carbon emissions from Parking Service in line with its declared climate emergency and adopted carbon neutral strategy. Examples include switching to an electric vehicle fleet and renewably sourced electricity supplies. Investments have been made in software which have enabled the Council to provide permits to customers electronically. Over the last three years a substantial programme of resurfacing has been delivered to significantly improve the condition of the car parks. Higher levels of maintenance funding are included in the five-year asset management plan than have been the case in previous years.
- 4.4 The Council's Off-Street Parking Strategy 2021-2026 established the vision for the Council's Parking Service: "We will provide safe, well-maintained car parks that meet the needs of residents, shoppers and visitors to Arun, providing support for economic growth, promoting a sustainable environment and creating a positive parking experience." This report seeks authority to commission a review of the Council's Parking Services to obtain specific recommendations on how to deliver this vision and the elements within the strategy:
- Appropriate management and charging structures to support vitality and economic growth;
  - Providing safe parking;
  - Investment to provide well-maintained car parks;
  - Promoting a sustainable environment;
  - Providing support for economic growth, and;
  - A positive parking experience.
- 4.5 Consequently, three car parking fee options have been prepared from which the Committee is asked to select. The fees within each of the three options all considered to be reasonable and have been developed with the need to ensure town centres and amenity areas remain accessible.

- i. Option A delivers the smallest increase in revenue for the Council. This has been achieved by increasing fees overall by 5%. This represents a below inflation increase and thus would represent a real term cut in income.
- ii. Option B delivers a medium increase in revenue, and this has been realised with detailing higher increases, broadly in line with inflation (10%) across fees overall.
- iii. Option C delivers the highest increase in revenue, with higher increases across all fees. This has been based on inflation plus 5%, for a 15% increase in fees overall.



4.6 Option B is the recommended option and is considered to support the needs of businesses, workers, shoppers, commuters, and visitors, whilst optimising yield from parking in 24/25 in line with the corporate charging principles.

4.7 To introduce the charging of an administration fee for road closures. Road closures can be applied for through the Arun District Council website and the process is currently free to applicants. Throughout 2022/ 2023, Arun District Council issued orders for 51 road closures and 19 street parties. This figure does not include the applications that were reviewed and rejected. The process of reviewing and processing an application takes on average 4 staffing hours. After bench marking, there are various costs across Districts & Boroughs in West Sussex for road closures. The average cost is approx. £98 per road closure. Applications for street parties would remain free under the charging proposal. If Arun District Council introduced charging for road closures, based on last year's figures, an additional £4,998 in income would be generated. The proposed change would be to charge a fee of £98 during the application process to cover the administration costs and software subscription fees incurred by Arun District Council to review and process applications. It is considered that

this is encompassed under the previously granted delegated authority to the Group Head.

- 4.8 Proposed amendments to Arun District Council's Parking Order have also been prepared to assist in regularising operational matters. The changes proposed are set out in paragraphs 4.8 – 4.11.
- 4.9 To redefine all short and long stay car parks as 'town centre' car parks. Arun District Council currently only have 2 long stay car parks, alongside a coach & lorry park. As these two car parks have different charging fees, it is proposed to redefine all short and long stay car parks as 'town centre' car parks with standardised fees. The only exceptions would be London Road and Fitzleet multi-storey car parks, as they currently have separate lower charging structures. This will create a much simpler breakdown of car parks available; town centre, seasonal or free.
- 4.10 Arun District Council, in partnership with Felpham and Middleton-On-Sea Parish councils, operate 3 free car parks in Felpham and Middleton-On-Sea. Currently, there is no mechanism for obtaining data regarding the usage of these car parks as customers can park for free for up to 24 hours in one period. Currently, Arun District Council are unable to enforce against vehicles which exceed the 24-hour parking limit, resulting in vehicles being abandoned within the car parks or vehicles remaining in situ for prolonged periods of time, reducing amenity. The proposed amendments to the Parking Order would include the installation of parking ticket machines within the free car parks, alongside the implementation of a no return period. Visitors to the car parks would not be required to pay for parking but would be required to obtain a ticket for free parking from the parking ticket machine. Once obtained, visitors would be required to display the ticket on the dashboard of their vehicle. Any vehicles not displaying a valid free parking ticket would be issued with a Penalty Charge Notice. This would enable Arun District Council to gather quantifiable data regarding the usage of the car park and to ensure that abandoned vehicles are identified at an early stage. Parking Services currently have spare Pay & Display machines ready to install within the car parks. Alongside the introduction of machines within the car park, the proposed changes include introducing a no return period within the free car parks. Thus, ensuring that Arun District Council can take enforcement action against motorists abusing the car parks and to remove abandoned vehicles in a timelier manner. It is also considered that introducing the requirement to obtain a parking ticket, alongside the introduction of a no return period, will discourage 'long stayers' within the free car parks, enabling greater availability of parking spaces.
- 4.11 To add Eldon Way, Wick, to Arun District Council's Parking Order as a car park managed and operated by Arun District Council. Following the completion of the K2 Keystone Centre in Eldon Way, Arun District Council will undertake operational and management duties relating to the adjacent car park. Visitors to the centre will be able to obtain 4 hours free parking, after which parking will be chargeable. Visitors will be asked to log their vehicle registration details on a Pod located within the centres' foyer. A Pay & Display machine will be located at the entrance to the car park for visitors to pay for additional parking if required. Charges will apply from 8am – 8pm throughout the year, including bank

holidays. No motorhomes will be permitted, and overnight parking will be free. Tickets purchased after the charging hours will be valid from 8am the following morning. All other rules and regulations within the car park will be synonymous with other Arun District Council car parks, in line with the existing terms within the Parking Order. The proposed fees have been included in Appendix 1.

- 4.12 To include a term within the Parking Order that upon cancellation of any purchased virtual permit for any reason, any and all unused amount of time remaining will be forfeited. No refunds will be provided for any amounts already paid to Arun District Council. All sales and fees paid are final. This does not affect consumers statutory rights.
- 4.13 The proposal does not include introducing charging to car parks which are currently free to users. The proposals do not affect the parking charges at the Fitzalan Pool (Lido) car park in Arundel. That car park is leased by the Arundel & Downland Community Leisure Trust. ADC receive a management fee for carrying out enforcement in that car park.
- 4.14 The recommendations seek Committee's agreement to undertake a feasibility assessment for the installation of a solar canopy within Mewsbrook car park. The purpose of the assessment would be to establish the viability and value of installing a solar canopy within the car park. Electricity generated at this location could help support the Council's leisure service contractor with cheaper and less volatile energy costs. Any installation of a solar canopy within Mewsbrook car park would support Arun District Council's Carbon Neutral Strategy 2022-2030. If successful, other car parks within the district could be considered for a solar canopy. Furthermore, minimal space is required to install a solar canopy. The canopy would be installed over pre-existing bays and no additional space within the car park would be required or lost. Additionally, they not only help to generate power whilst improving Arun District Council's environmental image, but they also offer protection from precipitation as well as offering shade to those parking in the spaces underneath, ensuring vehicles stay cooler during the summer months. This is particularly important as average summer temperatures continue to rise.
- 4.15 The recommendations also seek Committee's approval to developing a plan for the improvement of the car park to the rear of the Bluebird Café in Ferring. Currently, part of the car park is owned by Arun District Council and the ground consists of uneven gravel, which is prone to ponding of rainwater which reduces its amenity and restricts access to the public toilets. The car park is heavily utilised during the summer months, and this is having a detrimental impact of the current surface of the car park. The plan would include resurfacing Arun District Council's part of the car park to create a more even surface for visitors to the beach and café. In addition, the opportunities to improve the drainage on site would be assessed and in an attempt to reduce the effects of ponding of rainwater. Part of the development plan would include investigating the possibility of the installation of a Pay & Display machine within the car park and the introduction of parking charges. Income generated would offset Arun District Council's operational and maintenance costs as well as the improvement works. Discussions will also take place with the owners of the adjoining sections of the car park regarding the possibility of creating a more comprehensive solution.

The plan and recommendations would then be presented to the Environment Committee for their decision on whether to proceed.

- 4.16 Additionally, in November 2021 the Environment Committee approved an Off-Street Parking Strategy which established the Parking Services vision. It is proposed that to inform how the Council's vision, and the Parking Services vision is best delivered, a review be commissioned to make recommendations. The recommendations would then be presented to the Environment Committee for their consideration.
- 4.17 The proposed scope of the review is set out as follows:
- 4.18 Review the Council's current use of technology and identify and make recommendations on relevant opportunities for new use of technology including but not limited to for example automatic number plate recognition and sensors that assist with enforcement, monitoring and managing capacity and usage including free car parks, payment methods etc.
- 4.19 How to make best use of the car park assets to support delivery of the Council's Vision.
- 4.20 How to increase revenue from the assets whilst also facilitating economic development and the interests of other stakeholders.
- 4.21 Analyse current usage of existing car and coach parks to establish current levels of demand.
- 4.22 Forecast how demand will change over the next 15 years.
- 4.23 Use the usage analysis and future demand forecasting and an appraisal of the sites' development potential to make recommendations on our parking capacity, and whether there are viable opportunities for acquisition of new sites or disposal and/or development of existing sites.
- 4.24 Benchmarking of parking services, charging levels and revenues against neighbouring Council areas.
- 4.25 Engaging with key stakeholders including as a minimum all town and relevant parish councils, West Sussex County Council, Arundel Chamber of Commerce, Bognor Regis BID, Littlehampton Town Centre Action Group, Bognor Regis Regeneration Board, Butlins, Harbour Park, Chichester University, Freedom Leisure, Arundel & Downland Community Leisure Trust, and coach operators.
- 4.26 Make recommendations about how the Council's car parks can contribute to delivering the Council's Carbon Neutral Strategy 2022 -2030.
- 4.27 The usage analysis and forecasts, benchmarking and stakeholder input to help inform recommendations on optimal charging structures for each car park. The scope of this to consider all concessionary, permit and disc parking schemes, hours and levels of charging.

- 4.28 Designing a methodology for reviewing future years charging levels, ensuring the scope of charging is both practical and effective in increasing revenue to the organisation whilst supporting economic growth.
- 4.29 Consider the existing coach parking/drop-off facilities and recommend what type, scale and location of facilities should be provided by the Council in the future.
- 4.30 Review the condition, layout and use of space to optimise revenue, design, accessibility and safety in line with the guidance from the British Parking Association.

## **5. CONSULTATION**

- 5.1 The proposed fee changes are allowed under of a Notice of Variation under Section 35C of the Road Traffic Regulation Act 1984 and Regulation 25 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The new fees must be advertised in the press and at the car parks for at least 21 days prior to their introduction on 1st April 2024.
- 5.2 Arun District Council proposes to vary the Arun District Council (Off-Street Parking Places) (Civil Enforcement and Consolidation) Order 2010 (Amendment No.1) Order 2022 under the provisions of Section 35C of the Road Traffic Regulation Act 1984, the effect of which will be to allow the proposed changes to the Parking Order as set out above.
- 5.3 As part of the proposed increase of Arun District Council's fees, West Sussex County Council must be consulted. West Sussex County Council must be made aware of any changes which may affect users of on-street parking, for which they are responsible. West Sussex County Council have provided the following comments.
  - a. There is a risk that off-street tariff increases will lead to displacement of vehicles on-street and so it would be in the interests of both authorities to monitor displacement. If issues arose on-street, there is an established mechanism for CPZ/TRO requests, and these can be found on the WSCC Parking Pages.
- 5.4 As part of the proposed increase of Arun District Council's fees, we have also consulted with the Arundel & Downland Community Leisure Trust in relation to Fitzalan Pool (Lido) car park in Arundel.
  - a. Arundel & Downland Community Leisure Trust have decided to maintain their current charges.
- 5.5 In addition, both Middleton-On-Sea and Felpham Parish Councils have been consulted regarding the proposed changes within the free car parks. Middleton-On-Sea Parish Council's comments are summarised below. Felpham Parish Council are not due to hold a full Council Committee meeting until 7<sup>th</sup> November 2023.



- a. Middleton-On-Sea Parish Council oppose the introduction of a free parking ticket machine and a no-return period describing it as counterproductive, unnecessary, bureaucratic and self-defeating and citing the following concerns:
  - i. Residents, many are elderly or infirm use the car park when accessing the pharmacy, local shops and Health Centre. They would be required to walk to a machine to get a ticket and then walk back to their car and walk again to where they wish to go – this will cause drivers to park outside of the shops on no parking areas. There is no enforcement in place to stop them.
  - ii. The Parish Council is trying to encourage residents and visitors to use the free car park. These proposals will not allow this to happen.
  - iii. We could have an unused car park with drivers parking on zig-zag lines by pedestrian crossings causing accidents.
  - iv. The car park works without bureaucratic interference, who is ensuring people get a ticket, who is going to ensure that they do not come back within a designated time period. Who will pick up all the tickets that will be thrown away in the car park.
  - v. What about anti-social behaviour and the possible abuse of ticket machine

5.6 If Committee agree that a service review should be commissioned, the specification will require the Reviewer to engage with and seek the views of all key stakeholders including Town/Parish Councils, West Sussex County Council, Safer Arun Partnership and Bognor Regeneration Board. These views will be considered by the Reviewer when preparing their recommendations.

## **6. OPTIONS / ALTERNATIVES CONSIDERED**

6.1 The three fee options are attached in appendix 1. Each option will provide the Council with additional income to support its financial position, though option A represents real terms cut in income.

6.2 Not to agree an increase in parking charges. Car Parking fees are one of the Councils largest sources of revenue. Charges for many other (unrelated) charges are only permitted on a cost recovery basis or have significant lead times. If the Committee does not agree to increase the parking charges as set out in the appendix 1, additional savings will need to be identified which will diminish the ability of the Council to deliver on its agreed vision aims.

6.3 Not to agree the proposed changes to the Parking Order, details of which are set out below:

- a. Not to agree the redefinition of the car parks. Presently, the definition short and long stay car parks is confusing as all car parks contain similar tariffs. By keeping the current definitions, the length of stay for customers would be confusing as there is minimal difference between the long and short stay car parks and tariffs.

- b. If Committee does not agree to add Eldon Way to the Parking Order and approve the associated tariff for the car park, significant challenges will be presented in Arun District Council's ability to effectively manage the car park. This includes the operation of any parking enforcement to ensure the car park is utilised by visitors to the centre and not residents and others within the locality.
  - c. Not to agree the proposed amendments regarding the introduction of Pay & Display machines in the three car parks operated in partnership with Felpham and Middleton-On-Sea Parish Council. There are challenges surrounding enforcement within the three car parks as visitors are not required to display a ticket for their stay. This is resulting in officer time being utilised for the management of abandoned and long staying vehicles. Arun District Council is also unable to quantify the usage of its car parks and the contribution it makes to the provision of free parking in these areas.
  - d. Not to agree to the changes to cancellations and refunds of virtual permits for Arun District Council car parks. Revenue and budgets are calculated based on the number of permits sold. By processing refunds for remaining months this makes the budgeting process more challenging and adds administration costs.
- 6.4 Not to undertake a review of Parking Services. Opportunities for using these assets to deliver Council Vision aims and opportunities for revenue generation may go unrealised.
- 6.5 Undertake an internal review. There is currently insufficient capacity within the Council to undertake the review.

## **7. COMMENTS BY THE GROUP HEAD OF FINANCE/SECTION 151 OFFICER**

- 7.1 The financial implications of the proposals in this report will generate additional income per annum of between £108,000 and £337,000, depending on which Option Members decide to adopt. All options will reduce by a one-off implementation cost of £50,000. Each proposal is additional to the current revenue budget base.

## **8. RISK ASSESSMENT CONSIDERATIONS**

- 8.1 The following risks and mitigations have been identified in relation to the increase of parking tariffs and proposed changes to the Parking Order:
- a. Risk of negative economic impact and possible fall in town centre visitors. The Council are still offering 2-hour free parking schemes within the two principal town centres and the costs of parking in our town centres remains very competitive within the West Sussex area.

- b. Risk of negative economic impact and possible fall in applications for road closures. Applications for street parties will remain free and the proposed cost for road closures remains competitive within the West Sussex area.
- c. Risk of reduced usage of the 3 free car parks in Felpham and Middleton-On-Sea due to the introduction of the requirement to obtain a ticket. The proposals ensure that the car parks remain free, whilst allowing Arun District Council to obtain usage data and deter misuse of the car parks.

8.2 The following risks and mitigations have been identified regarding the proposed Parking Services Review.

- a. Risk of costs exceeding available budget. Soft market testing has been undertaken and indicates that it should be possible to have the work delivered from within existing budgets.
- b. Risk of being unable to find a consultant with the necessary skills and expertise with availability. Soft market testing has been undertaken which indicates this should not be an issue.
- c. Risk that the review does not identify deliverable recommendations that will increase revenue and contribute to the delivery of the council's vision aims. This is considered unlikely given the broad scope of the review.

## **9. COMMENTS OF THE GROUP HEAD OF LAW AND GOVERNANCE & MONITORING OFFICER**

9.1 Committee is asked to make a series of decisions and to choose from three options for variation of Parking Charges. There are no specific legal implications and any issues arising from the discussion of the options will be provide to committee at the meeting.

## **10. HUMAN RESOURCES IMPACT**

10.1 The proposals do not have Human Resource Implications relating to the changes to the fees or Parking Order.

10.2 There is insufficient internal capacity to undertake the proposed review.

10.3 Commissioning an external review will have no adverse impact on internal capacity to continue to deliver the existing services.

## **11. HEALTH & SAFETY IMPACT**

11.1 There are no direct health and safety impacts from the proposals regarding the variation to the parking fees or the amendments to the Parking Order.

- 11.2 Any recommendations by the review regarding future design or layouts must have regard to the British Parking Association guidance and be appropriately risk assessed.
- 11.3 There are no direct health and safety impacts from proposals for a feasibility study into providing a solar canopy at Mewsbrook carpark, however there will be health and safety requirements to be consider should this proceed to installation.

## **12. PROPERTY & ESTATES IMPACT**

- 12.1 The Council car parks require regular maintenance to ensure that they remain in a good and safe condition to be used by members of the public.
- 12.2 Maintenance is part funded from penalty charge notices and part funded from the Council's general revenue budget. Income from parking charges is needed to support the latter funding source.
- 12.3 The proposed review will consider whether car park redesign, layout change, or if development of car parks would better assist in delivering the Council's Vision aims and if new car parks should be developed. The Council's Property, Estates and Facilities team will be consulted as part of that process e.g. to advise on site constraints and any opportunities which may already have been explored. If disposals, leases, or acquisitions are recommended by the review, the Economy Committee will also be advised. Recommendations may also have implications for the planned maintenance programme which is developed and delivered by the Property, Estates and Facilities Team. These implications will be assessed and presented to the relevant committee as part of taking forward any specific recommendation in the future.
- 12.4 The proposed review will take account of any relevant projects under development at the time which may affect the Councils car park assets.

## **13. EQUALITIES IMPACT ASSESSMENT (EIA) / SOCIAL VALUE**

- 13.1 The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the Council, when exercising its functions to have due regard to:
- a. The need to eliminate discrimination, harassment, victimisation, and any other conduct that is prohibited by or under the Equality Act 2010,
  - b. The need to advance equality of opportunity between persons who share protected characteristics and those who do not; and
  - c. Foster good relations between those who have protected characteristics and those who do not.

- 13.2 Note: 'Protected characteristics' are age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.
- 13.3 The Council is committed to all of the above which will be considered and included within the parking strategy as it is developed improving the quality of life and wellbeing for all residents in respect of socio-economic and health determinants.
- 13.4 An equality Impact assessment has been undertaken which identifies that there is a financial impact on almost all users of our car parks and our permit holders. However, the Council offers 2 hours free town centre parking schemes in Littlehampton and another in Bognor Regis. The Council also offers free all-day car parking in all its car parks to disabled people displaying a "blue badge". There is not, therefore considered to be an adverse impact on protected characteristics.
- 13.5 The EIA for the review identifies positive impacts for the following protected groups:
- a. Age – any vulnerable person, regardless of age will be able to access suitable parking for their needs.
  - b. Disability – any person with a disability, regardless of their disability will be able to access suitable parking for their needs.

#### **14. CLIMATE CHANGE & ENVIRONMENTAL IMPACT/SOCIAL VALUE**

- 14.1 The increased in parking fees are not motivated by an intention to encourage modal shift from private cars. The scale of the increases proposed are considered unlikely to do so.
- 14.2 The scope of the review includes a request for recommendations on how the car park assets can contribute to delivering the Council's Carbon Neutral Strategy 2022 -2030 and seeks approval for a feasibility study for a solar canopy at Mewsbrook car park. Arun's leisure centres currently produce 995 tonnes of CO<sub>2</sub>e, this equals 3.66% of Arun's total emissions and is the third largest single emitter. Introducing a solar canopy that supplies the leisure contractor will reduce the Council's Scope 3 emissions.

#### **15. CRIME AND DISORDER REDUCTION IMPACT**

- 15.1 Twenty-six of the Council's car parks currently hold the "Park Mark" award. The Safer Parking Scheme is managed by the British Parking Association (BPA) on behalf of Police Crime Prevention Initiatives Ltd. A Park Mark is awarded to parking facilities that have met the requirements of a risk assessment conducted by local police. These requirements mean the parking operator has put measures in place to help deter criminal activity and anti-social behaviour,

thereby doing everything they can to prevent crime and reduce the fear of crime in their parking facility.

- 15.2 Good design, effective lighting, CCTV and increasing their use can be useful in deterring crime and anti-social behaviour.
- 15.3 Any recommendations made by the Reviewer for changes to the layout and design of the Council's car parks must have regard to the British Parking Association's guidance.
- 15.4 Stakeholder engagement with the community safety team and 'Safer Arun Partnership' (the statutory local partnership with responsibility for reducing crime and disorder) will assess potential issues.

## **16. HUMAN RIGHTS IMPACT**

- 16.1 The proposals do not adversely impact on human rights.

## **17. FREEDOM OF INFORMATION / DATA PROTECTION CONSIDERATIONS**

- 17.1 There are no specific Freedom of Information or Data Protection Consideration issues arising from the proposals of this report.
- 17.2 Any personal data will be handled in accordance with the General Data Protection Regulations.

---

### **CONTACT OFFICER:**

Name: Jasmine Gander

Job Title: Principal Parking Services Officer

Contact Number: 01903 737500

### **BACKGROUND DOCUMENTS:**

Appendix 1 – Three parking fee options

Appendix 2 - Equalities Impact Assessment

[Council Vision 2022 - 2026](#)

[Off Street Parking Strategy 2021-2026](#)

[Carbon Neutral Strategy 2022-2030](#)

[Current ADC car park fees](#)