

**Report to:** Environmental Services Committee

**Agenda Item: 4.5**

**Report Title:** Off Street Car Parking Strategy

**(Paper E)**

**Date:** 4 July 2018

**Report by:** Director of Environment and Place

**For Publication: Yes/No** *(please delete as appropriate)*

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**(i) Confidential grounds:** n/a

**(ii) Exempt grounds:** n/a

## 1. Relevant Background and Introduction

The Council's control of the Off Street Car Parking function commenced on 1 April 2015. In August 2017, the Council appointed AECOM to prepare an Off-Street Car Parking Strategy and Action Plan (2017-2022) for the provision of Council-operated off-street parking across the District, after a competitive Tender process.

This report provides an update on the AECOM Commission for the Fermanagh and Omagh District Council (FODC) Car Park Strategy and Action Plan.

## 2. Recommendations to address parking issues in Enniskillen & Omagh

AECOM in their expert opinion, have said that the Car Park Strategy should seek to ensure that parking:-

- Supports the local economy and balances the different needs of shoppers, tourists and businesses by ensuring good space availability and turnover, at an appropriate premium;
- Takes place in appropriate locations, depending on trip purpose;
- Helps to support sustainable transport and promote connectivity;
- Is safe and accessible to all;
- Enhances the natural and built environment; and
- Reflects good value for local ratepayers.

They therefore have devised the following objectives for the Parking Strategy:-

1. Provide an appropriate level of parking to support economic vitality.
2. Ensure that parking is inclusive for all types of users.
3. Ensure that parking takes place in appropriate locations.
4. Ensure that car parking provision encourages sustainable commuter travel.
5. Ensure that parking provision supports tourism.
6. Support reductions in congestion and pollution and improve road safety.

As a result, AECOM have formulated an Action Plan based on these strategy objectives. It should be noted that some are considered to be more urgent than others and as such have a shorter / longer timeframe.

All of the actions that they have suggested are only for the purposes of ensuring that all of the objectives noted above work and to allow us to deliver thriving, dynamic, vibrant and healthy towns.

As part of the transfer of Car Parking on 01 April 2015, the Council received 39 car parks, 13 of which are pay and display. As a result of the process detailed hereafter, we intend to retain the 26 free car parks.

The Consultants within their remit, considered not just the towns and villages in which there was a transferred car park but also assessed the situation in all towns and villages in the district. With the exception of Enniskillen and Omagh, they have said that there is no requirement to consider these settlements further due to spare capacity either on street, off street and private provision available in the locality.

After considerable discussions with the Members and as per the latest consultation with Members at the workshop on 7 June 2018, the Officers have considered fully any comments made.

The remainder of this report will therefore only consider the towns of Enniskillen and Omagh.

## 2.1 Present situation

The table below details the situation with regard to the percentage of car parking spaces at the different tariff bands.

| Tariff    | Collectively |
|-----------|--------------|
| Premium   |              |
| Mid (TL4) | 44%          |
| Low (TS4) | 10%          |
| Free      | 46%          |

## 2.2 Removal of Overarching £1 for 5 Hours Tariff

This scheme, introduced as a pilot by the then Minister, prior to Christmas 2013, currently remains in place.

Across both Enniskillen and Omagh, the overarching tariff of £1 for 5 hours parking impacts on occupancies and duration of stay. AECOM have ascertained that despite charges in place, the majority of car parks in the main hubs of Enniskillen and Omagh, experience all day parking and high occupancy levels.

The data would suggest that the current tariffs do not contribute to the correct type of parking behaviour in key locations. To address and improve space turnover it is recommended that the tariff is removed.

Of the 10 Councils in which this pilot was introduced (the rate never applied in Belfast City Council) 5 Councils have already made moves to reduce or remove this.

## 2.3 Reinstatement of TL4 / TS4 Tariff & Introduction of TL5 Tariff

It is recommended that the TL4 tariff will apply in the following Car Parks:-

| <b>Enniskillen</b>  | <b>No. of Spaces</b> | <b>Omagh</b>    | <b>No. of Spaces</b> |
|---------------------|----------------------|-----------------|----------------------|
| Head Street         | 56                   | Drumragh Avenue | 139                  |
| Quay Lane North     | 92                   | Foundry Lane    | 117                  |
| Shore Road East     | 66                   | Market Place    | 59                   |
| <b>Total Spaces</b> | <b>214</b>           |                 | <b>315</b>           |

The TS4 tariff will apply in the following Car Parks:-

| <b>Enniskillen</b>  | <b>No. of Spaces</b> | <b>Omagh</b>         | <b>No. of Spaces</b> |
|---------------------|----------------------|----------------------|----------------------|
| Quay Lane South     | 78                   | New Brighton Terrace | 95                   |
| Shore Road West     | 70                   |                      |                      |
| <b>Total Spaces</b> | <b>148</b>           |                      | <b>95</b>            |

The Free Car parks in Enniskillen and Omagh will remain as follows:

| <b>Enniskillen</b>        | <b>No. of Spaces</b> | <b>Omagh</b>         | <b>No. of Spaces</b> |
|---------------------------|----------------------|----------------------|----------------------|
| Ardhowen Theatre          | 102                  | Brook Street         | 57                   |
| Castle Park               | 106                  | Campsie              | 101                  |
| Derrychara Road           | 36                   | Castle Street        | 31                   |
| Fermanagh Lakeland Forum* | 240                  | Church Street North  | 49                   |
| Holyhill                  | 185                  | Church Street South  | 24                   |
| Queen Street              | 94                   | Cunningham Terrace   | 19                   |
| Round O Park              | 50                   | Lisanelly Avenue     | 181                  |
| Wellington Place*         | 268                  | Old Mountfield Road  | 120                  |
|                           |                      | Omagh Leisure Centre | 97                   |
| <b>Total Spaces</b>       | <b>1,081</b>         |                      | <b>679</b>           |

\* Some restrictions to be applied (detailed in 2.4 below)

The following car parks in both towns have been identified as premium and therefore the TL5 tariff should apply:

| <b>Enniskillen</b>  | <b>No. of spaces</b> | <b>Omagh</b>  | <b>No. of spaces</b> |
|---------------------|----------------------|---------------|----------------------|
| Eden Street         | 152                  | Johnston Park | 195                  |
| Cross Street        | 26                   | Market Street | 83                   |
| Down Street         | 28                   |               |                      |
| Market Street       | 48                   |               |                      |
| <b>Total Spaces</b> | <b>254</b>           |               | <b>278</b>           |

In Enniskillen, this equates to 254 of the 1,697 (15%) council controlled car parking spaces. In Omagh, this equates to 278 of the 1,367 (20%) council controlled car parking spaces.

It is hoped that this will reduce long term parking and improve high space turnover in these central locations.

The Tariffs applicable in the Council Car Parks will therefore be as follows:

| <b>Hour</b> | <b>TS4</b> | <b>TL4</b> | <b>TL5</b> |
|-------------|------------|------------|------------|
| 0 to 1      | 40p        | 40p        | 50p        |
| 1 to 2      | 40p        | 80p        | £1.00      |
| 2 to 3      | 40p        | £1.20      | £1.50      |
| 3 to 4      | 80p        | £1.60      | £2.00      |
| 4 to 5      | 80p        | £2.00      | £2.50      |
| 5 to 6      | 80p        | £2.40      | £3.00      |
| 6 to 7      | £1.20      | £2.80      | £3.50      |
| 7 to 8      | £1.20      | £3.20      | £4.00      |
| Over 8      | £1.20      | £3.60      | £4.50      |

The final position in relation to tariff split in the two towns is therefore as follows:

| Tariff        | Enniskillen and Omagh Town |
|---------------|----------------------------|
| Premium (TL5) | 22%                        |
| Mid (TL4)     | 22%                        |
| Low (TS4)     | 10%                        |
| Free          | 46%                        |

Please note that included in the free Enniskillen position is Holyhill Car Park (27% of the free spaces or 14% of the total spaces in Enniskillen). This car park is part of a development brief for which planning has been granted.

## 2.4 Enniskillen Town

### 2.4.1 Wellington Place Car Park

The multi-million pounds investment in Enniskillen Castle has enabled Fermanagh and Omagh District Council to open up the whole of the Enniskillen Castle complex and enable more museum collections of local, national and international significance to be viewed and enjoyed by visitors.

Given the proximity to the Enniskillen Castle/Museum development the council are proposing that some restriction is placed in a portion of this car park to facilitate the users of the Castle and Tourist Information Centre. This car park is in a central location with high occupancy levels and a high proportion of all day parkers.

In the area, where the two coach parking bays are now located, the Council should give consideration to placing a time restriction on car parking bays in this area as seen below.

We would suggest that a 3 hour maximum stay is imposed in this area. This represents placing a restriction on 19 of the available 268 spaces (7%).



### 2.4.2 Fermanagh Lakeland Forum

The Council is proposing to monitor and take account of the affect that the changes detailed above will have on the parking situation at the Fermanagh Lakeland Forum. This car park is predominantly for use by users of the Lakeland Forum Complex, Play Area and lakeside walks. If all day parking impacts negatively on the availability of parking spaces for users of Fermanagh Lakeland Forum and its environs it may be necessary to introduce restricted parking or to introduce Fixed Penalty Notices for misuse of the car park.

## 2.5 Omagh Town

### 2.5.1 New Brighton Terrace

In order to clearly distinguish New Brighton Terrace from Foundry Lane, the Council suggests that a fence or similar upright structure be erected on the already existing raised kerbing.

## 2.6 Season Tickets

As noted in 2.2 above, it is hoped that introducing premium rates in some car parks will reduce long term parking and improve high space turnover in these central locations. The Council should therefore consider removing the availability of season tickets in these premium car parks.

The following details the Season Ticket availability / uptake in the car parks at present:

| <b>Location</b>          | <b>Available per Tech Spec</b> | <b>Used as at 21/06/18</b> | <b>Surplus/(Deficit)</b> |
|--------------------------|--------------------------------|----------------------------|--------------------------|
| <b>Total Enniskillen</b> | 30                             | 2                          | 28                       |
| <b>Total Omagh</b>       | 61                             | 46                         | 15                       |
| <b>Total District</b>    | <b>91</b>                      | <b>48</b>                  | <b>43</b>                |

The removal of season tickets in the 4 car parks identified in 2.3 will result in 34 season tickets being available in Omagh and 16 being available in Enniskillen.

At present, there are significant savings derived from the purchase of season tickets and these are set out as follows:

| <b>Tariff</b> | <b>Average Daily Cost Rate Monthly / Quarterly</b> | <b>Savings as % of P&amp;D Rate Monthly / Quarterly</b> |
|---------------|--|---|
| TS4           | £0.82 / £0.66                                      | 31% / 45%   |
| TL4           | £2.18 / £1.77                                      | 39% / 51%   |

## 2.7 Season Tickets

We would therefore suggest that the tickets are only available quarterly with savings capped at 40%, therefore the average daily rate will be as follows:

| Tariff | Quarterly Rate | Average Daily Cost | P&D Daily Rate | Savings as % of P&D Rate |
|--------|----------------|--------------------|----------------|--------------------------|
| TL4    | £162.00        | £2.16              | £3.60          | 40%                      |
| TS4    | £53.25         | £0.72              | £1.20          | 40%                      |

The availability of season tickets will be prominently advertised in the car parks and on social media.

It should be noted that a season ticket does not guarantee a space but does offer a guaranteed income.

## 2.8 Coach Parking / Drop-off

Designated Coach Parking / Drop-off have been considered in both towns. The position is as follows:

| Enniskillen   | Omagh  |
|---|--|
| 4 Existing Coach Spaces:<br>2 at Shore Road East Car Park<br>2 at Wellington Place Car Park   | 2 Existing Coach Spaces at the back of the Strule Arts Centre  |
| 1 Existing drop-off (Wellington Place CP)   | 1 unenforced existing Drop-off (South West College)  |
| Both drop-off and coach parking available at Fermanagh Lakeland Forum   | Both drop-off and coach parking available at Omagh Leisure Centre  |
| Consideration as part of Enniskillen Realm for the provision of a dual purpose loading bay/Coach drop-off at Paget's Lane Enniskillen | Consultation has been entered into with the Department for Infrastructure around two additional possible options in Omagh Town |

We will continue to work through these options to assess the need and quantify any costs in relation to formalising this.

## 2.9 Motorhomes

The Council has been lobbied heavily in relation to this. There are two potential private sector developments under consideration in Enniskillen and the Council should monitor progress with this before considering this matter further.

## **2.10 Next steps & Timescale for Action**

Subject to the recommendations being accepted at this meeting, then the Officers of the council will meet with the business community to update them in advance of full council ratification on 26 July 2018. Any comments will be fed back at the point of ratification.

Once ratified, the Officers will notify the Department for Infrastructure to make the changes and we would expect the new rates to take effect from 01 September 2018 or as quickly as practically possible thereafter.

## **3. Resource Implications**

### **3.1 Financial**

2.2 – The cost to reprogram a machine is £28.97 per machine. It includes all costs relating to implementing tariff change, software update, replacing any tariff information panels. There are 34 machines in the car parks 28 of which will be impacted. Total Cost £811.16. It is expected that this cost will be offset by reduction in the practice of over-paying / over-vending and potential increased income.

2.3 – The cost of changing to TL5 will be incorporated in the costs noted above at no additional cost.

2.4 – There will be costs related to improved signage. We cannot quantify this at present however expect it to be in the region of £1k. Enforcement costs are unknown at present until we can access the extent of the problem.

2.5 – The cost of the installation of fencing has not been fully costed. Expected costs might be in the region of £42.50 per metre.

2.6 – No financial cost implications.

2.7 – Not possible to ascertain at this juncture. Until options have been selected and if necessary plans drawn, no costs can be attached.

2.8 - No financial cost implications at present.

### **3.2 Human Resources**

Existing resources and consultants appointed through a competitive tender process to survey the occupancy and turnover of spaces in the town car parks.

### **3.3 Assets and Other Implications**

N/A

## **4. Equality and Good Relations Implications**

Affects all areas equally.

## **5. Sustainable Development Implications**

N/A

## **6. Rural Proofing Implications**

N/A



**7. District Electoral Areas Affected**  
Enniskillen & Omagh Towns.

**8. Recommendations**

That the Council

- i. Approves the removal for the £1 for 5 hours tariff in all relevant car parks to address and improve space turnover.
- ii. Introduces the TL5 tariffs in the premium car parks, identified as Eden Street, Cross/Market/Down Street in Enniskillen and Johnston Park and Market Street in Omagh.
- iii. Approves the introduction of parking restrictions in a section of Wellington Place Car Park.
- iv. Approves the installation of a fence or similar upright structure to clearly distinguish between the two car parks Foundry Lane and New Brighton Terrace.
- v. Approves the removal of the availability of season tickets in the premium car parks.
- vi. Approves allowing only quarterly tickets be issued and at a discounted rate of 40%.
- vii. Notes the coach parking provision as detailed in 2.7.
- viii. Notes that the Officers are continuing to work through the drop-off facilities with the relevant partners / agencies. As and when any updates become available, these will be brought to a future Environmental Services Committee.
- ix. Notes the comments in relation to Motorhomes.
- x. Monitors the impact of car parking at the Fermanagh Lakeland Forum Complex and environs and will consider introducing control measures in the event that there are insufficient car parking spaces available to users of the facility

**9. Appendices and Attachments**  
None

**10. Background Documents**  
None

**Key to Abbreviations:**

**FODC: Fermanagh and Omagh District Council**