Benchmarking data with other local authorities based on 9m average stall

Ave 9x9 miscellaneous	Service Charge	Rent	Increase 23/24	Total	Notes
Moor Market	£2,826	£1,539	No increase 5yr	£4,365.96	Rent is subject to a 50% reduction
Leeds Kirkgate Market	£1,917.00	£5,509	33% increase on service charge this year	£7,426.52	Service charge is £19.79 per sq ft service charge
Barnsley Market	£1,259.42	£3,003.25	No data	£4,262.67	works out roughly £12.99 per sq ft across all service charge rates and £30.99 rent
Warrington Market	£2,518.77	£1,003.06	No Data	£3,521.83	This is based on website info annual fees for trading vary widly between this as a base rate and £12,358 for miscellaneous
Swansea Market	N/A	N/A	*Rent & Service Charge for 94 sq ft stall (8.7 SqM)	£4,719	Rent and service charge combined
Bath & North East Somerset	N/A	N/A	90 sq ft Rent & Service Charge exc VAT	£4,350	Rent and service charge combined

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Report to Policy Committee

Author/Lead Officer of Report: Sabia Hanif (Parking Services Manager)/

Tel: 07900655289

Report of:	*Executive Director of Neighbourhood Services*
Report to:	*Waste & Street Scene Policy Committee*
Date of Decision:	*14th February 2024*
Subject:	*Parking Fees & Charges 2024*

Type of Equality Impact Assessment (EIA) undertaken N/a	Initial		Full	X
Insert EIA reference number and attach EIA **2581**				
Has appropriate consultation/engagement taken place?	Yes	X	No	
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	X	No	
Does the report contain confidential or exempt information?	Yes		No	X

If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-

*"The (**report/appendix**) is not for publication because it contains exempt information under Paragraph (**insert relevant paragraph number**) of Schedule 12A of the Local Government Act 1972 (as amended)."*

Purpose of Report:

This report reviews the charges for parking permits, bay suspensions, parking dispensations and parking tariffs. The proposed changes will help to better manage parking demand and contribute to wider traffic management and environmental objectives.

Recommendations:

The Waste and Street Scene Policy Committee is recommended to approve:

- An increase in Pay and Display tariffs in the parking zones outside the city, as detailed in Appendix A, and that these are implemented as soon as practicable,
- An increase to City Centre Zone Pay and Display tariffs, as detailed in Appendix A, and that these are implemented as soon as practicable.
- Changes to the permit pricing structure, as detailed in Appendix B of this report be approved and be implemented from 1st of April 2024.
- Changes to the dispensation and bay suspension charges, as detailed in this report, be approved, and be implemented from 1st of April 2024.
- An increase to Pay and Display tariffs in Parks car parks, as detailed in Appendix A, and that these are implemented as soon as practicable.
- A delegation to the Executive Director of Neighbourhoods Services, in consultation with the Committee Chair & members of the Waste & Streetscene, to make future changes to the parking fees and charges contained within this document, where this supports effective management of demand for parking and contributes to wider traffic management objectives (provided they are not increased by less than a whole 5 pence or an amount greater than the rate of Consumer Price Index plus 1% from the date they were last increased).

Background Papers:

Sheffield Clean Air Strategy – December 2017
Sheffield Parking Strategy – January 2018
Sheffield Transport Strategy – July 2018

Appendix A: City Centre Pay & Display Tariff
Appendix B: Proposed Permit Prices
Appendix C: List of controlled zones outside of the city centre
Appendix D: Map of the City Centre Parking Zones
Appendix E: Heat map's showing demand in City Centre
Appendix F: Bench Marking with Core Cities
Appendix G: Bench Marking with Private operators for off street
Appendix H: CPI calculation
Appendix I: Financial Summary

Lead Officer to complete:-		
1	I have consulted the relevant departments in respect of any relevant implications	Finance: Adrian Hart

	indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed.	Legal: Richard Cannon or Sarah Bennett
		Equalities & Consultation: Louise Nunn
		Climate: *N/A*
	Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.	
2	**SLB member who approved submission:**	*Ajman Ali*
3	**Committee Chair consulted:**	*Joe Otten*
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Committee by the SLB member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	Lead Officer Name: *Sabia Hanif*	**Job Title:** *Parking Services Manager*
	Date: *05.02.24*	

1. PROPOSAL

Background

1.1 The Transport Strategies adopted by Sheffield City Council and Sheffield City Region both recognise that parking management influences a range of travel behaviour. With increasing car ownership and use, parking pressures add to the traffic management problems experienced, including congestion on major routes and air quality. This is particularly relevant to Sheffield with a Mandated Clean Air Zone and a commitment to Net Zero Carbon. In addition, the National Bus Strategy, the Government's Active Travel document; Gear Change, and the Mass Transit major scheme business case have all outlined a need to apply demand management on car use to promote the take up of public transport and active travel.

1.2 From a public health perspective, there is strong evidence that air pollution is a cause of both short-term and long-term health effects in susceptible groups, such as the elderly and those with underlying health problems of heart disease or breathing problems. Long-term exposure to air pollutants decreases life expectancy by around 6 months on average, mainly because of the role that small, sooty particles from vehicle exhaust fumes play in lung cancer and heart disease.

1.3 The Council is in the process of delivering significant improvements to encourage more sustainable modes of travel and it's important to recognise that the management of the supply of car parking can contribute to these wider transport planning objectives and investment programmes. The main way in which parking controls are rationed has tended to be by limiting the supply of spaces available to those who elect to commute by car and thereby need to park longer term (often referred to as 'all-day' parking). Sheffield has traditionally achieved this by means of a combination of on-street parking schemes with controls on who is able to park and for how long and by pricing.

1.4 Managing the supply of, and charging for, parking are well-established methods of influencing the operation, efficiency and demand for parking that are utilised by most local highway authorities who control on and/or off street parking. Studies have indicated that up to 30% of drivers in congested urban centres are looking for parking. It is clear that drivers seeking parking spaces are a significant factor in traffic congestion in cities[1].

1.5 Effectively priced charges for parking contribute towards managing traffic congestion by encouraging the turnover and availability of spaces, which reduces the number of vehicles circulating for spaces and improves air quality and the desirability of local areas. Importantly, it also

[1] The High Cost of Free Parking (Donald C Shoup)

helps in discouraging an over-reliance on car-based trips and encourages drivers to consider more sustainable modes of travel, such as walking, cycling and public transport, for at least some of their trips.

1.6 In addition, higher pricing of on-street space can also assist in encouraging longer stay car parking to use off-street car parks. Effective management of on-street parking thereby maintains the availability of kerb space for those who need it most, including disabled badge holders, deliveries, taxis, as well as access to local businesses.

1.7 Council parking fees and charges across the city have not been increased since June 2022. Over time, inflation impacts on the charging regime. It has the effect of reducing its impact as a demand management tool which influences travel choices. It is therefore proposed that parking tariffs are increased to influence driver behaviour and encourage them to use alternative sustainable forms of transport.

1.8 Increasing concerns about reductions in air quality are leading to many local authorities setting higher parking prices. The effective management of parking not only addresses local parking problems, it helps achieve some of the broader transport objectives set out in our Transport Strategy, Clean Air Zone and various regional and national policy objectives. These include improving road safety, achieving better flows of traffic through City Centres improving safety, health and security, improving quality of life, encouraging the use of more sustainable modes of transport reducing damage to the environment and improving the economic viability of areas through the efficient management and use of parking spaces.

1.9 **City Centre Parking Tariffs**

1.9.1 The City Centre Parking Zone is split into 2 zones. (Plan attached at Appendix D. Central Zone 1 which covers the area closest to the core city centre shops and services has the highest charges, with the lowest charges in Central Zone 2. These zones are designed to manage demand by having a higher tariff in areas of high demand to encourage turnover of parking places, to boost local economy.

1.9.2 Sheffield City Council manages 527 off street spaces, none of which are in multi storey car parks, and 1500 on street spaces in the city centre. Private parking operators manage over 8500 spaces in the city centre, with the significant majority being in multistorey car parks.

1.9.3 From analysis of parking demand there are areas within the City Centre, particularly in Central Zone 1, that are known to have demand that currently significantly outstrips supply.

1.9.4 A benchmarking exercise with other Core Cities has identified most now don’t differentiate between weekday and Sunday parking tariffs. In the last review, June 2022 it was decided that Sheffield would take steps towards aligning the Sunday tariffs with the weekday ones. However, it was a significant step to move from £2 per day to £3 per hour in one change, instead, it was proposed that a series of steps are taken where impact can be monitored and adjusted over a period of time. The initial recommendation was to move to an hourly tariff instead of an all-day charge, and to a zonal charge to replicate the weekday charge. Zone 1 was £1 per hour and zone 2 £0.50 per hour.

1.9.5 The Sheffield Parking Strategy endorsed by the Council in January 2018 sets out a 'demand led' approach to setting parking charges. http://democracy.sheffield.gov.uk/ieDecisionDetails.aspx?Id=1974

1.10 Peripheral Parking Zones (PPZ) and Parks

1.10.1 The Peripheral Parking Zones refers to the districts outside of the City Centre where there are controlled parking zones. See appendix C for a list of the PPZ's. These zones may offer a mix of permit parking bays, limited waiting bays and pay and display. Where pay and display is offered, a free 20-minute parking session is also provided.

1.10.2 There are several charged-for car parks provided in Sheffield Parks. Although there are no free parking periods, the pricing tariff is aligned to the PPZ to support effective traffic management by helping maximise available occupancy to reduce circulating traffic.

1.11 Parking Permits

1.11.1 Permit Parking began to be introduced in 2008 to manage kerbside parking for residents and businesses in areas that were previously adversely affected by all-day commuter parking and therefore improve traffic management. It enabled a turnover of spaces to support visitors and maximise available occupancy, while reducing circulation of vehicles.

1.11.2 Parking Permits are designed to give priority parking to vehicles which meet specific criteria. There are several different categories of permit provided by Sheffield City Council (see Appendix B) and in total approximately 11,000 are issued annually to meet the various needs of residents, visitors and businesses.

1.11.3 Criteria for managing demand includes limiting the number of permits allowed to residential properties and pricing the permits to encourage motorists to consider the additional costs of operating more than one vehicle. For example, residential permits only allow a maximum of 2 per property, with the first currently costing £51.40 per year and the second being double that cost at £102.80

1.11.4 The permit pricing structure put in place in **2022 has not increased in line with inflation**, meaning the price of permits has got relatively cheaper in real terms within the last 2 years. In addition, the costs associated with the administration, maintenance and enforcement of Residents Parking Permits is not currently met by the income from

Resident Permit fees.

1.12 **<u>Bay suspensions and dispensations</u>**

1.12.1 There are occasions when on-street bays need to be suspended to allow other activity to take place. An example of this is for building works where a contractor may need a skip close to the property they are working on.

1.12.2 In both situations a charge is attributed to anything done by the Council which is associated with a request to suspend the bay or issue a dispensation. The charge is associated with the cost to the Council of providing these services. The additional expense will also have the effect of encouraging the person applying to only apply for the number of bays required and not to apply for more or longer than needed. This minimises the number of bays suspended, and the overall period that they are suspended for, to ensure there is availability for users of local facilities and services, or visitors, to park and minimises instances of vehicles circulating to find a space.

1.12.3 In 2022 charges were reviewed, the result of which was to bring them in line with other sub regional local authorities and with Core Cities. However, the current charges of £16.50 per bay per day in the city centre and £5.60 in PPZ's, as well as the administration fee of £27,50 hasn't increased in line with inflation within the last two years, so the impact on managing traffic will have diminished.

1.13 **<u>Proposals</u>**

1.13.1 **City Centre Pay and Display Tariffs:**

1.13.2 **City Centre On-Street**

1.13.3 The proposed tariffs, along with current tariffs for comparison, are set out in appendix A

1.13.4 It is generally accepted that a parking occupancy rate of between 60 and 80% is optimal. This means that although the area is busy, a driver seeking a space will not need to look far before finding one.

1.13.5 Demand for parking spaces within the city centre has not reduced since June 2022 and there remains greater pressure on kerbside parking than ever before. This has been exacerbated by the recent closure of a number of off-street car parks and the price differentiation between kerbside parking in various locations within the city centre.

1.13.6 To identify how the different parking zones are being used and where the demand is highest, the pay and display charging data has been interrogated, using data from 2012 to 2023. As traffic levels have returned to pre pandemic levels this is a reasonable assumption of expected demand now.

1.13.7 The data included a survey of all the city centre kerbside parking spaces and all its associated transactions from all purchasing platforms; pay by phone and cash from the machines. The understanding of the supply and the demand allows us to understand the ‘turnover’ of the spaces and where demand is high. This has been completed for Weekday, Saturday and Sunday, as there are different purposes and demands, depending on the day of the week. Heat maps showing the data are available in appendix E.

1.13.8 **Weekday** - The analysis of weekday usage shows that the highest demand for parking is located around Matilda Way (zone 1), Campo Lane (zone 2), Charles Street (zone 2), Union Street (zone 1) and Trippett Lane (Zone 2). Rockingham Street (Zone 2) and Devonshire Street (zone 2). What this clearly shows is that the demand for kerb space is spread across the whole of the city centre and the turnover is high in locations where core facilities are located but also where parking charges are lower, in zone 2. There is evidence here to suggest that parking demand in zone 1 is like that in the other zones.

1.13.9 **Saturday** - Parking is more evenly spread than the weekday, reflecting the changing demand for the parking to be focused on other offers of the city centre and possibly more price sensitive users. Zone 1 parking demand is still high, but other streets outside of zone 1 have much higher turnover, notably in the Fitzwilliam Street area, Arundel Street area and Campo Lane area, all in zone 2.

1.13.10 **Sunday** - The demand is focused in locations that are outside of the core area. Fitzwilliam Street area, Arundel Street area and Campo Lane area, all in zone 2 are popular, as well as the continued demand for zone 1. This again, highlights that specific streets are experiencing pressure, where demand is higher than the supply

1.13.11 **Modal shift** - The effect of the pricing on demand has been lessened by not keeping in line with inflation, so it’s proposed that the price is increased by CPI, but rounded up to the nearest 5p as the minimum denomination that could be used in a pay and display machine.

1.13.12 In accordance with the above, the reviewed hourly charging fee would increase from £3.00 to £3.25 in Zone 1, and from £1.50 to £1.65 in Zone 2. This is based on a Consumer Price Index (CPI) rise of 8.539% from June 2022 to Dec 2023, see Appendix H how this has been calculated. As pay and display tariffs are payable in minimum coin values of £0.05, one of the recommendations in this report is to ensure tariff increases are not increased by less than a whole 5 pence. It is also recommended that they are no increased by an amount greater than the rate of Consumer Price Index plus 1% from the date they were last increased. This price increase in effect keeps parking fees tracked against the cost of other goods and services in the economy.

1.13.13 However various studies have highlighted that in Sheffield there is still a disparity between the cost of using public transport and the use of a motorcar. In effect by keeping parking fees low, and therefore lowering the cost of running a private car, the Council is not encouraging people to consider other forms of transport. By ensuring that there is parity across the various modes of transport available, the Council will meet its environmental and sustainability and social justice aims. It is proposed that to address this the tariff would need to increase further than simply an CPI uplift, as this would maintain the current disparity. However, benchmarking parking prices against other core cities demonstrates that in increasing parking tariffs by 8.539% CPI rate to £3.25 per hour, Sheffield would already be slightly above the Core city average of £2.93. It is therefore proposed that the increase in on street parking prices in the city centre to £3.25 per hour in Zone 1, and £1.65 per hour for Zone 2 is overall the best option. This would apply Monday to Saturday.

1.13.14 **Sunday** - Currently Sheffield City Centre charges £1 per hour for Zone 1 and £0.50 per hour for Zone 2. This was changed in the last review from all day parking to an hourly rate tariff. The primary purpose of the scheme is to promote more trips by car to the city centre on Sunday. However, there is very limited evidence which suggests that this is actually the case. Footfall figures on Sunday are approximately 12% of the whole week footfall figures, whereas Saturday is around 17% where parking charges are higher. There is also limited evidence to say that free parking helps city centres, with much research demonstrating that it can be detrimental to central area success, particularly for on-street parking.

1.13.18 We are recommending that the Sunday tariff is increased by 100% for Zone 1 to £2.00 per hour and Zone 2 to £1.00 per hour. This step brings us closer to aligning the Sunday tariff with the weekday tariffs

1.13.19 **After 4.30pm tariff** – We are recommending that the existing tariff which allows a flat fee parking of £2 for 4.30pm until charging finishes at 8.30pm, which is in place to support the early evening economy, remains as a flat fee, with no increase in tariff.

1.14 City Centre Off Street

1.14.1 Off street car parking should be prioritised as these locations can promote use of the land for car parking and avoid circulating car movements in central areas, helping to reduce congestion. They should be places where users of the City Centre ‘go to first’, rather than look for on street locations. On this basis, off street parking normally has lower tariffs. The benchmarking with the City centre private operators it was recognised that majority of the Council operated off street locations were cheaper compared to Private operators. See Appendix G.

1.14.2 The proposal is therefore to increase charges in line with CPI, rather than by an additional modal shift increase, to maintain the off street priority in terms of demand. See appendix A for tariff changes.

1.14.3 **Sunday Tariffs –** In line with the decision made to gradually align with weekday tariffs, the price increase is proposed as an increase from £0.50 to £1.00 for Zone 1. To maintain the traffic management benefits of prioritising off street parking, the hourly tariff will be cheaper than the zone 1 on street charges and will mirror the zone 2 on street charge of £1.00 per hour. These charges will be reviewed annually with a view to aligning Sunday and weekday charging tariffs. Bench marking was done with private operators within the City centre and it was found that all of them have a Monday to Sunday tariff see Appendix G.

1.15 **Peripheral Parking Zones (PPZ) and Parks Car Parks**

1.15.1 To support the ambitions of modal shift the proposal is to increase the hourly tariff for the PPZ (on and off street) and Parks car parks by £0.10 per hour, from £0.90 to £1.00

1.16 **Permit Recommendations**
It's recommended that charges are increased for all Permits in line with the cumulative rate of CPI since 2022. This gives an overall CPI increase of 8.539% All permit categories, except for Green Permits, Residential Carers Permits and Organisational Carers (as shown in Appendix B).

1.16.1 For residential carers, the council wants to support the most vulnerable in our city. It's recommended that this permit remains free of charge so that residents requiring carers visits aren't prevented due to cost

1.16.2 For organisational carers, the council wants to support the most vulnerable in our city. It's recommended that this permit remains at £10 so that residents requiring carers visits aren't prevented due to cost.

1.16.3 **Green Permit** – the uptake of green permits has increased by 62.5% since the last review in June 2022, with more than 1600 now in use. The strategic need to support people to change to a lower polluting form of transport remains, so it is recommended that the charge for purchasing a green permit to access free parking in the city centre remains £0. The locations of free parking are included on the council's website under the Parking pages. This charge will need to be reviewed in future years.as the prevalence of ultra-low emission vehicles increases, and the clean air ambitions are realised. The recommendation for officers to review the Green Permit Policy is reserved to the Transport, Regeneration and Climate Policy Committee

1.16.4 Considering that many of the core cities do not offer green permits of this kind and considering perceived equality issues[2], and need to incentivise modal shift, it is recommended that there should be a gradual

[2] It is understood via legal that we can recover our costs for providing parking – but there are equalities implications which should be flagged in the report if these fall disproportionately on those who can't afford an electric vehicle.

move towards the removal of these green permits in line with potential Government changes to road taxes for EVs in 2025[3].

1.16.5 Blue badges have gradually increased over the past 5 years by 24.39%. Considering that blue disable parking badge holders can continue to use council pay and display parking spaces free of charge, it is felt that this increase in number of permits will not detrimentally impact on their use or availability of spaces of disabled parking spaces for drivers at this stage.

1.17 **Dispensations and Bay Suspensions**

1.17.1 It is proposed to increase the fees that we currently charge in line with CPI. This will ensure the level of impact introduced in 2022 isn't eroded because of the fees becoming relatively cheaper.

1.17.2 It is recommended that the daily bay suspension fees for city centre on street bays increase from £16.50 to £17.90, and on street bays outside the city centre increase from £5.60 to £6.10. The administration fee will increase from £27.50 per application to £29.84

1.17.3 It is recommended that the parking dispensation fee, which applies across the whole city, increases from £16.50 to £17.90 per vehicle per day. The administration fee will increase from £27.50 per application to £29.85

1.18 **Delegated Authority to amend Parking Fees**

1.18.1 The Parking Strategy set out a change to introduce a dynamic parking pricing scheme for Council on and off street parking. It will be more responsive to demand levels and will take account of the effects of price inflation in the wider economy. This will ensure that the demand management effects of our parking prices are not diluted over time. http://democracy.sheffield.gov.uk/ieDecisionDetails.aspx?Id=1974

1.18.2 In order to facilitate the need for fee changes in line with demand requirements, and bring it in line with the existing delegation for pay and display fees, it's recommended that the Executive Director of Neighbourhood Services has authority, in consultation with the Committee members for Waste & Streetscene , to make future changes to all parking fees and charges, where this supports effective management of demand for parking and contributes to wider traffic management objectives, provided they are not increased by an amount greater than the rate of Consumer Price Index & 1% from the date they were last increased, and no lower than £0.05

[3] Announced by the Government in the 2022 Autumn Budget, new zero-emission cars registered on or after 1 April 2025 will be liable to pay the lowest first-year rate of VED (which applies to vehicles with CO2 emissions 1 to 50g/km) currently £10 a year. From the second year of registration onwards, they will move to the standard rate, currently £180 a year.

2. HOW DOES THIS DECISION CONTRIBUTE ?

2.1 The operation of on and off-street parking spaces, the management of parking through the introduction of parking restrictions and use of parking permits contribute to the effective management of traffic in the city. Traffic management through parking restrictions and their enforcement also enables the Council to help deliver its Transport Strategy published in July 2018, by investing in facilities to enable people to make informed choices about the way they travel and helping transport contribute to the social, economic and environmental improvements we want to happen in the City. As referenced in the opening section of this report, it will contribute towards Clean Air and Climate ambitions.

2.2 Income may also be used to fund public transport improvements, new highway schemes, highway maintenance, reducing environmental pollution, provision and maintenance of off-street parking and maintaining and improving public open spaces. The income is placed in a ring-fenced account. The legal requirement to do this is covered in section 4 of this report.

3. HAS THERE BEEN ANY CONSULTATION?

3.1 The Council is not required to consult on straightforward changes to prices (and only prices) included within a tariff, but a legal notice will be published in the local newspaper giving at least 21 days' notice of the changes being implemented. Copies of the legal notice will also be posted in the car parks covered by the new tariffs.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 **<u>Equality Implications</u>**

4.1.1 As a Public Authority, the Council have legal requirements under Section 149 of the Equality Act 2010. These are often collectively referred to as the 'general duties to promote equality' with regard to persons sharing the relevant protected characteristics - age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

4.1.2 It is considered that the proposal complies with this duty as overall there are no significant differential equality impacts, positive or negative, from this decision. The increase in fees and charges is modest in absolute terms.

4.1.3 There is potential for a disproportionate impact on the BAME population based on the Ward profile information due to the areas the permit parking zones are in. There is a positive impact for carers due to the residential carers permit remaining free of charge, and the price for organisational carers being frozen at £10 as part of this proposal.

4.2 **Financial and Commercial Implications**

4.2.1 The increase in fees is expected to generate approximately an additional £516,970 of income, depending on demand. Costs of implementing these price changes such as advertisements in local papers and notices in the car parks totalling approximately £33,000 will be offset against this additional income. This will leave a net additional income of £483,970. See Appendix I for financial summary.

4.2.2 Based on academic research (university of leeds) price elasticity of demand ranges from 1%-4% reduction when charges are increased. We have therefore taken the maximum of 4% in the calculation.

4.2.3 However, it should be noted that the Sunday price increase of 100% is likely to result in a higher reduction in demand, however this cannot be quantified at this stage as there is no research on the effect of 100% increase.

4.2.4 There is currently an unidentified income BIP of £197k in the 2024/25 budget and this will be used to increase the income budget for car parking. Finance will also monitor the level of income on a monthly basis and flag any issues such as a reduction in income due to a reduction in demand, etc.

4.2.5 The additional income achieved through these price increases will be reinvested back into transport related schemes.

4.3 Legal Implications

4.3.1 Under section 35 of the Road Traffic Regulation Act 1984 (“the Act”), the Council may provide off street parking places and charge for the use of them. Further under section 45 of the Act, the Council may designate parking places on a highway and charge for the use of them including the issuing of parking permits.

4.3.2 Under regulations 3 and 4 of the Local Authority (Transport Charges) Regulations 1998, where the Council has designated a parking place under section 45, it may suspend the parking place and, where that is upon request, charge for the provision of this service. Also under the 1998 Regulations, where the Council has made a traffic regulation order for the regulation of traffic, it may impose a charge for the consideration of any application to suspend parking restrictions under the order. It is for the Council to decide the appropriate charge and in doing so it should have regard to the cost of providing the service. It is however not bound to set the charges at cost recovery only. The Council therefore has the power to impose parking charges in connection with the provision of on street parking and off-street parking. It may also impose charges connected with the suspension of parking bays and provide dispensation for exemption from parking restrictions. It also has the power to make the proposed amendments to those charges as detailed in this report.

4.3.3 Section 122 of the Act imposes a general duty on the Council to exercise its functions under the Act to "secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway''. Collectively, these criteria may be referred to as "traffic management purposes". In exercising these functions, the Council should have regard to, amongst other things, any other matters appearing to them to be relevant. Therefore, the Council when exercising the function of setting parking charges is required to have regard to the traffic management purposes. The purposes, as set out in this report for the proposed amendments to the parking charges, satisfy this requirement.

4.3.4 In addition, the decision in R. (on the application of Attfield) v Barnet LBC confirmed that although the powers enabling local authorities to charge for the provision of parking must not be used for the purpose of raising revenue, the authority is not bound, when setting the charge, to reflect only the costs of providing it. Further that in connection with traffic management purposes the charge may be set to achieve the desired effect. Therefore, the Council in setting the proposed amended charges is not restricted to the cost of providing the service but may set them with the aim of achieving the purposes set out in this report.

4.3.5 Section 55 of the Act requires the Council to keep an account of their income and expenditure in respect of designated parking places including the parking charges discussed above. In line with this requirement the Council maintains a ring-fenced account in respect of the designated parking places. Section 55(4) of the Act sets out the purposes for which any surplus income in respect of designated parking places can be used. Therefore, any surplus in income in respect of designated parking places must be used for these purposes, which include:

- Provision and maintenance of off-street parking
- Meeting costs incurred in the provision or operation of public transport.
- Highway and road improvements and maintenance
- Reducing environmental pollution
- Improving public open spaces.

4.3.6 All these functions are carried out by the Council's services, which includes Strategic Transport and Infrastructure, Parking Services and the Highways Maintenance Divisions. Any surplus in income in respect of designated parking places is currently utilised in accordance with Section 55(4) of the Act to underpin the activities of these two service areas.

4.3.7 Decisions in relation to fees and charges must align with the medium-term financial strategy and any policies in respect of fees and charges set by the Council.

4.4 Climate Implications

4.4.1 There are no significant climate implications arising from this report.

4.4 Other Implications

4.4.1

There are no other implications

5. ALTERNATIVE OPTIONS CONSIDERED

5.1 The Council could maintain its current tariffs. This would not address the excess demand parking issues outlined in this report, nor enable other positive outcomes that may arise, such as better air quality.

5.2 The Council could make higher and more widespread increases in tariffs, but, with the information available, these are not thought to be appropriate or proportionate to achieve the aims of the proposed increases.

5.3 The Council could reduce the number of permits allowed at each residential property to restrict demand. This general approach could have a disproportionate effect in certain Peripheral Parking Zones and as such this would need to be considered in greater detail on a Zone-by-Zone basis.

6. REASONS FOR RECOMMENDATIONS

6.1 It is anticipated that the proposed tariff and fee changes set out in this report will help by better managing parking demand in areas and at times when demand is regularly and demonstrably outstripping supply.

6.2 It is therefore recommended that:

- Pay and Display tariffs in the parking zones outside the city centre are increased, as detailed in Appendix A, and that these are implemented as soon as practicable
- City Centre Zone Pay and Display tariffs are increased, as

detailed in Appendix A, and that these are implemented as soon as practicable

- Changes to the permit pricing structure, as detailed in Appendix B of this report be approved and be implemented from 1st of April 2024.
- Changes to the dispensation and bay suspension charges, as detailed in this report, be approved and be implemented from 1st April 2024.
- Pay and Display tariffs in Parks car parks are increased, as detailed in Appendix A, and that these are implemented as soon as practicable.
- The Executive Director of Neighbourhood Services has authority, in consultation with the Committee Chair & members of Waste and Streetscene, to make future changes to the parking fees and charges contained within this document, where this supports effective management of demand for parking and contributes to wider traffic management objectives (provided they are not increased by less than a whole 5 pence or an amount greater than the rate of Consumer Price Index plus 1% from the date they were last increased).

Appendix A – Recommended City Centre Pay and Display Tariff

Parking Areas	Current	Recommended – CPI, rounded up by 5p
Monday to Saturday - On street City Centre	Zone 1 - £3.00 per hour Zone 2 - £1.50 per hour	Zone 1 - £3.25 Zone 2 - £1.65
Monday to Saturday - Off Street City Centre		
Broad Lane / Brook Hill / Eldon Street / Fitzwilliam Street / Silver Street	£1.45 per hour	£1.55
Carver Lane / Devonshire Green / Milton Street/ West Street Lane	£0.90 for first 30 mins £1.45 per hour £5.50 all day	£1.00 for first 30 mins £1.55 per hour £5.95 all day
Rockingham Street / Workhouse Lane	£1.45 per hour £7.25 all day	£1.55 per hour £7.85 all day
Ebenezer Street / Stanley Lane / Trinity Street / Windrush Way	£0.90 per hour £3.60 all day	£1.00 per hour £3.90 all day
Copper Street	£0.90 per hour £7.20 all day	£1.00 per hour £7.80 all day
Wicker Lane	£0.80 per hour £3.20 all day	£0.85 per hour £3.45 all day
Sunday - On street City Centre	Zone 1 £1.00 per hour Zone 2 - £0.50 per hour	Zone 1 £2.00 per hour Zone 2 - £1.00 per hour
Sunday – Off Street City Centre	£0.50 per hour	£1.00 per hour
Peripheral Parking Zones- - On Street	90p per hour	£1.00
Peripheral Parking Zones-Off Street Car Parks Alderson Road / Blyde Road/ Broomspring Lane / Parkers Lane / Spooner Road / Stewart Road	90p per hour	£1.00
Parks Car Parks Hillsborough / Endcliffe / Millhouses / Graves	90p per hour	£1.00

Appendix B – PROPOSE PERMIT PRICES & PARKING SUSPENSION & DISPENSATION FEES

Permit Type		**current price**	**New price**
Green Permit		**Free of Charge**	**Free of Charge**
Carers Permit (Residential)		**Free of Charge**	**Free of Charge**
Carers Permit (Organisation)		£10.00	£10.00 No increase
Visitors Books		£17.85	£19.35
Resident 1st Permit Standard		£51.40	£55.80
Trade Permits		£89.25	£96.85
Resident 2nd Permit		£102.80	£111.60
Business 1st Permit		£102.80	£111.60
City Centre Outer Standard Price		£142.80	£155.00
Utility Permits		£178.50	£193.75
Business 2nd Permit Standard		£205.65	£223.20
City Centre Inner Standard Price		£285.60	£310.00
Parking Suspensions fees		£16.50 PPZ - £5.60 Per Application fee £27.50	£17.90 PPZ £6.10 Per Application Fee £29.85
Parking Dispensations Fees		£16.50 PPZ - £5.60 Per Application fee £27.50	£17.90 PPZ £6.10 Per Application Fee £29.85

APPENDIX C

Appendix C – List of controlled zones outside of the city centre

Beaufort Road and Severn zone

Botanical zone

Broomhall and The Groves zone

Broomhill zone

Chandos Street zone

College Street zone

Crookesmoor zone

Drake House zone

Edward Street Flats Car Park

Endcliffe zone

Falding zone

Fawcett Street zone

Grange zone

Highfield zone

Hillsborough zone

Holme Lane zone

Lansdowne Flats Car Park zone

Landsdowne zone

Loxley New Road

Meadow Street zone

Napier zone

Netherthorpe zone

Porterbrook zone

Sharrow Vale centre zone

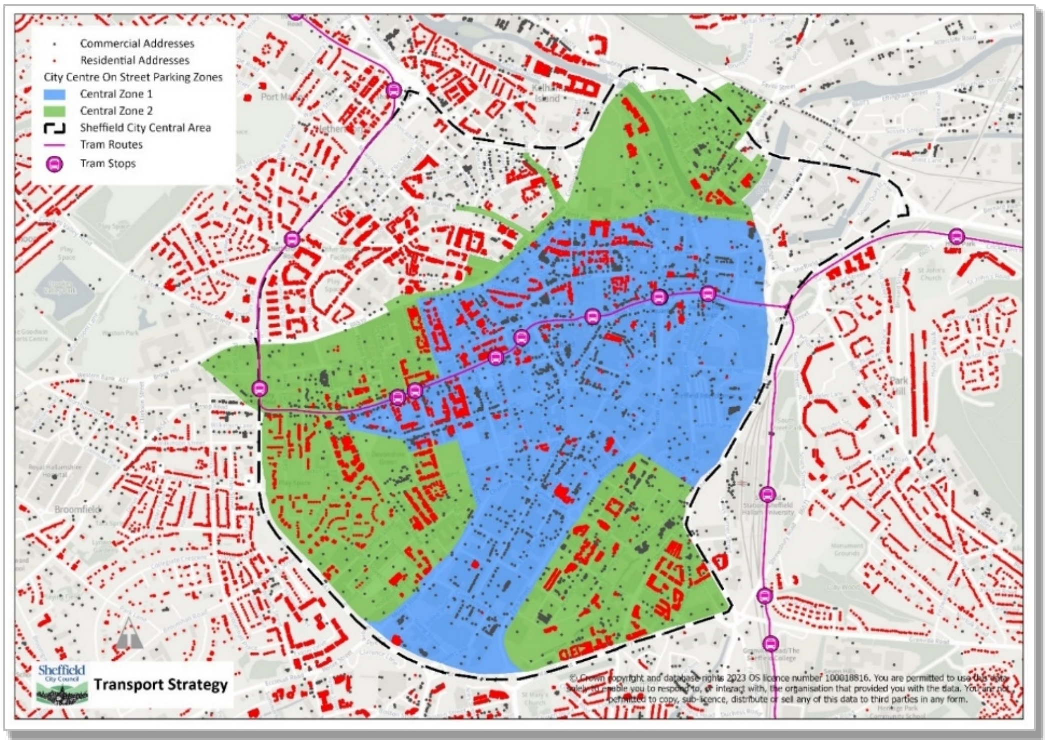
St George's zone

Stalker Lees zone

Vaughton Hill zone

APPENDIX D

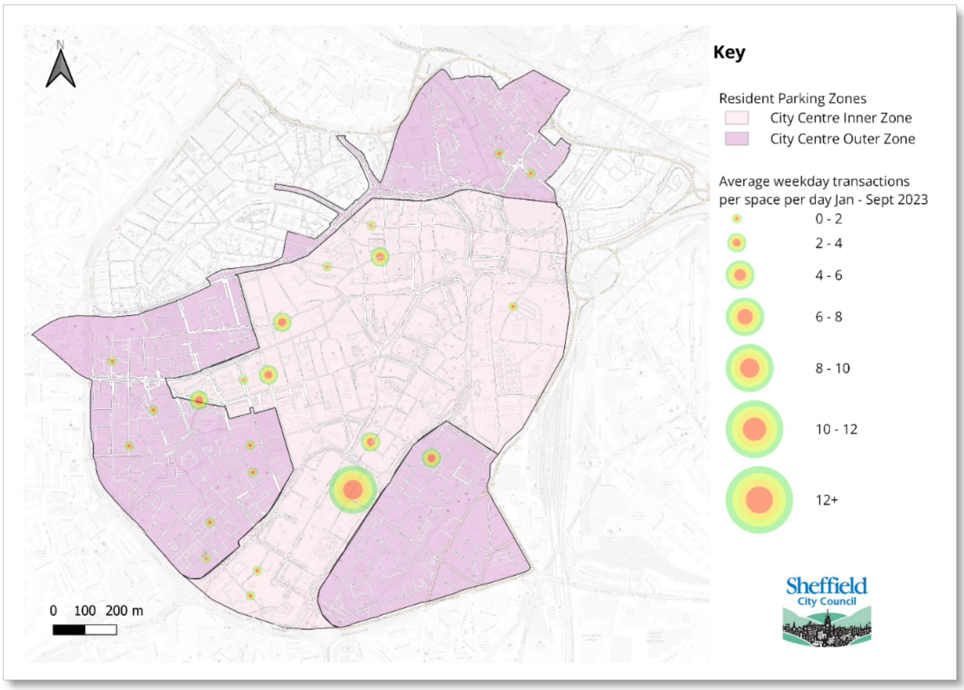
MAP OF THE CITY CENTRE ZONES



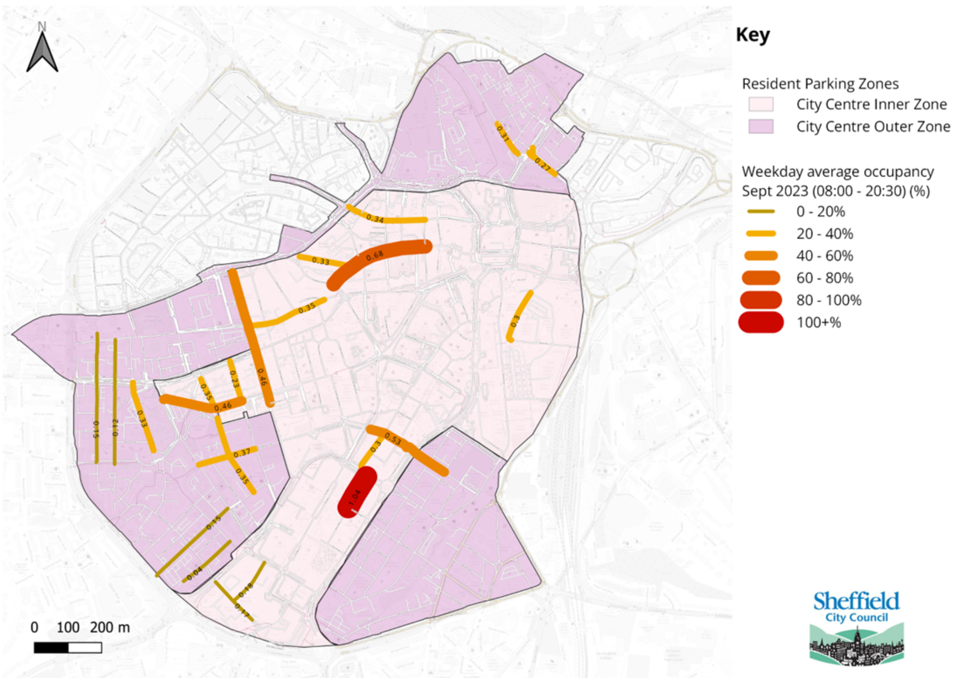
APPENDIX E

HEAT MAPS- DEMAND / OCCUPANCY LEVELS FOR PARKING IN CITY CENTRE

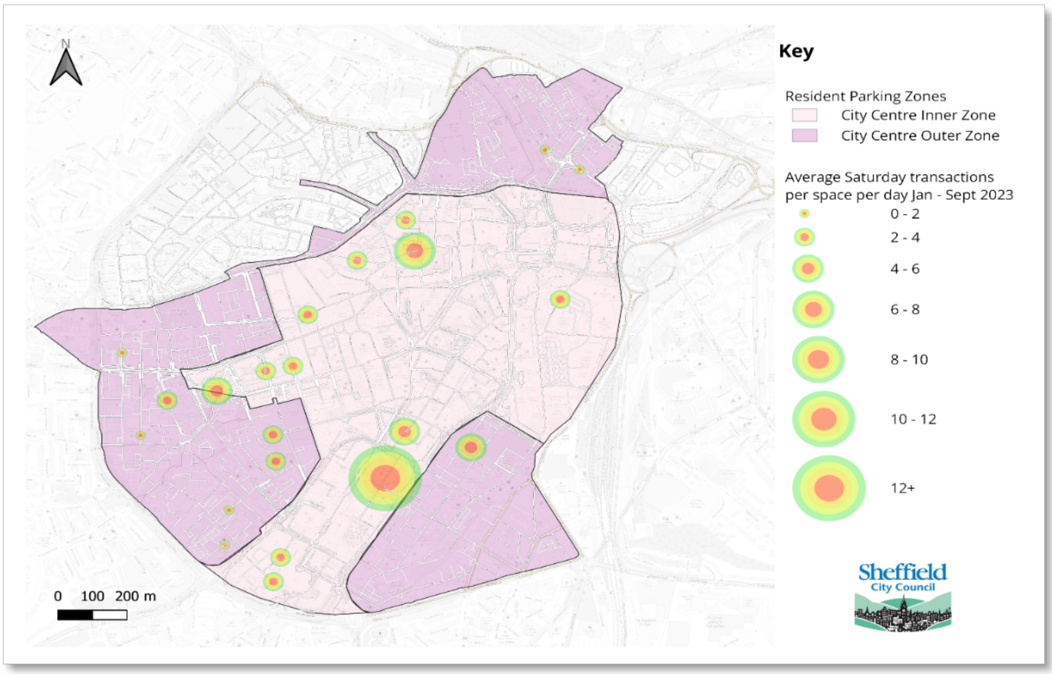
WEEKDAYS DEMAND



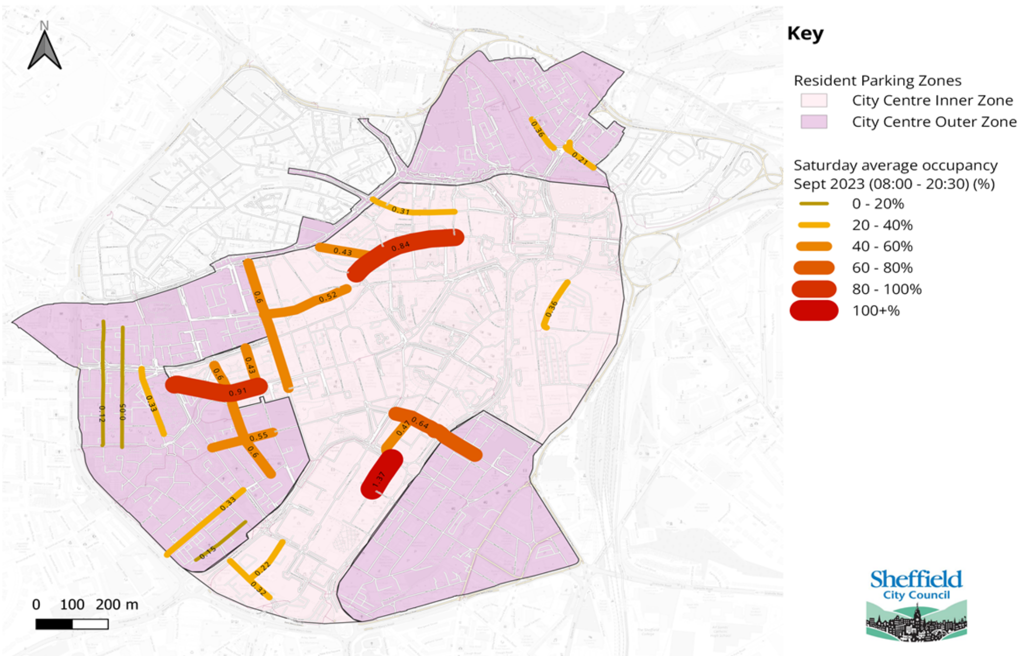
OCCUPANCEY LEVELS



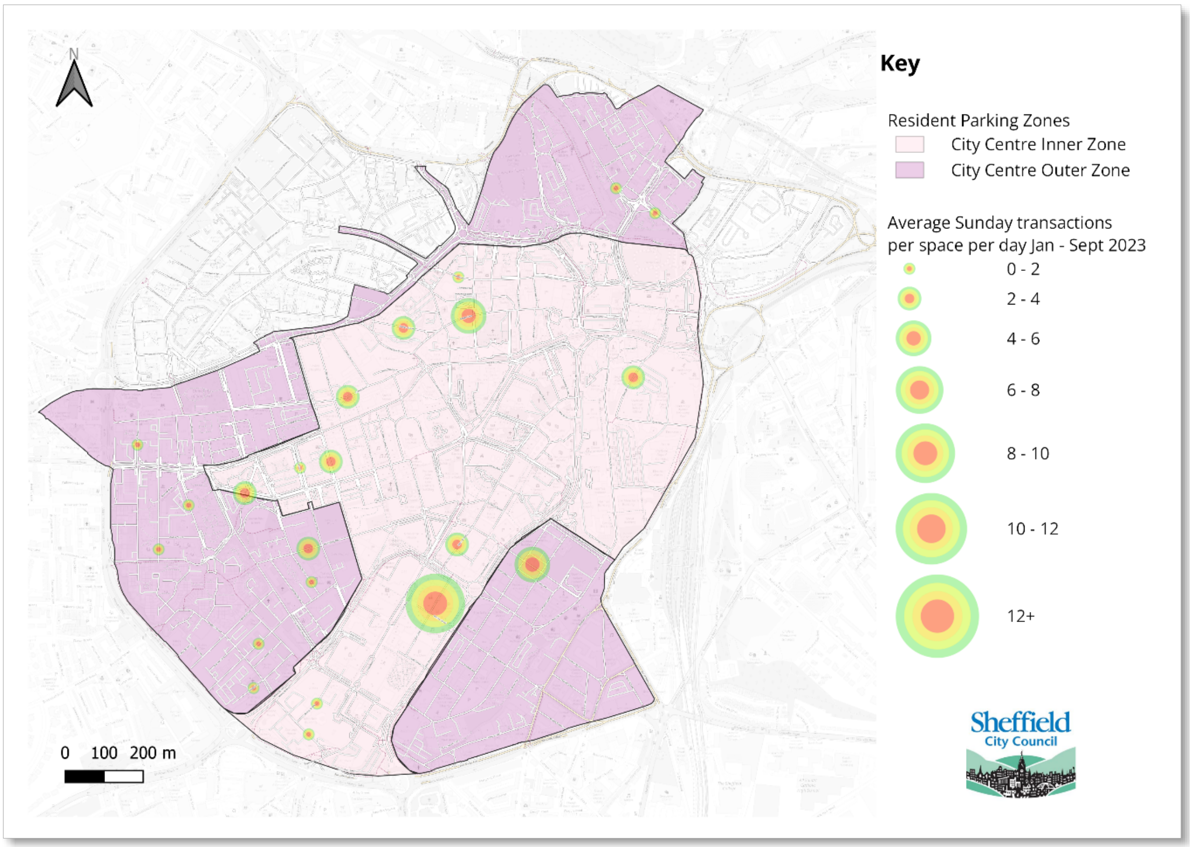
SATURDAY PARKING DEMAND



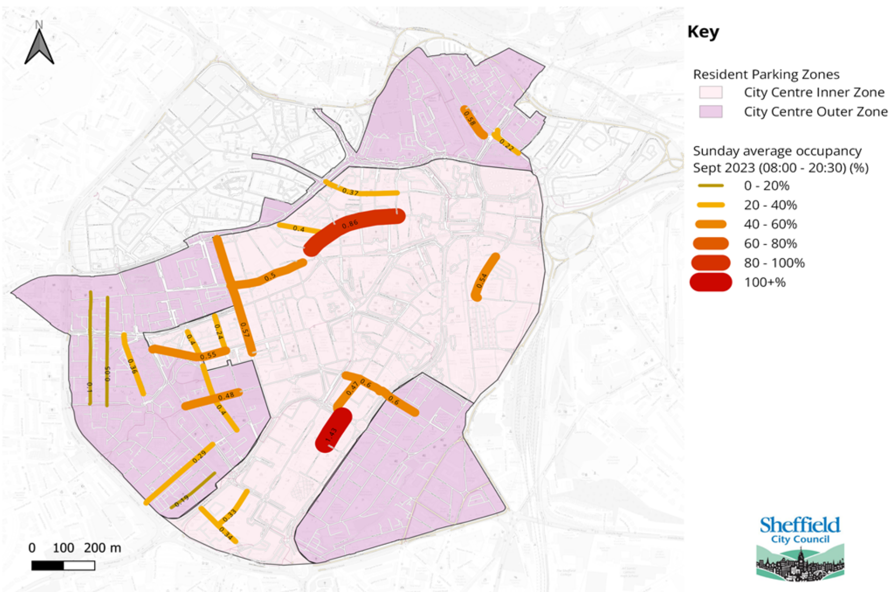
OCCUPNACEY LEVELS



SUNDAY – DEMAND FOR PARKING



OCCUPANCEY LEVELS



Street	Total Spaces	Weekday		Saturday		Sunday	
		Average daily transactions per space	Average occupancy (Sep 23)	Average daily transactions per space	Average occupancy (Sep 23)	Average daily transactions per space	Average occupancy (Sep 23)
Bishop Street	14	1.7	18%	2.5	22%	1.8	33%
Young Street	17	1.2	17%	2.1	32%	1.5	34%
Matilda Way	7	8.2	104%	14.3	137%	9.3	143%
Union Street	13	2.5	30%	4.4	47%	3.5	47%
Charles Street	6	3.1	53%	5.9	64%	4.4	60%
Pond Street	32	2.0	30%	2.9	36%	2.9	54%
Campo Lane	39	3.9	68%	6.4	84%	4.6	86%
Queen Street	22	2.0	34%	2.2	31%	1.7	37%
Hawley Street	49	2.0	33%	3.1	43%	2.1	40%
Trippet Lane	23	2.1	35%	3.5	52%	2.7	50%
Rockingham Street	12	2.5	46%	3.9	60%	3.1	57%
Eldon Street	40	1.4	35%	2.9	60%	1.9	40%
Devonshire Street	14	2.2	46%	4.9	91%	3.1	55%
Westfield Terrace	17	1.5	23%	2.7	43%	2.0	24%
Nursery Street	13	1.4	31%	2.0	36%	1.9	58%
Blonk Street	11	1.1	27%	1.6	21%	1.1	22%
Gell Street	42	0.5	15%	0.6	12%	0.3	10%
Victoria Street	30	0.4	12%	0.4	5%	0.3	5%
Cavendish Street	15	1.3	33%	2.2	33%	1.7	36%
Milton Street	48	0.8	15%	1.8	33%	1.2	29%
Hodgson Street	22	0.3	4%	0.7	15%	0.5	19%
Wellington Street	18	1.4	37%	2.8	55%	2.2	48%
Zone 1 (sample)	**305**	**2.3**	**39%**	**3.8**	**54%**	**2.8**	**51%**
Zone 2 (sample)	**199**	**0.8**	**19%**	**1.3**	**24%**	**1.0**	**24%**

Note;

The two columns for daily transactions (average number of transactions per space) and occupancy are not linked and were calculated separately.

The average daily transactions are based on the raw transaction data from both pay and display machines and pay by phone from January to October 2023.

The occupancy % is based on the paid duration field in the raw data (so only applies to the chargeable period of the day), for both pay and display machines and pay by phone data. Only the month of September 2023 was looked at. This does not include or capture other occupancy levels for an example green permits or blue badge parking,

The data for each of the parking zones was calculated as a weighted average based on the number of spaces in each of the sample streets for each zone.

Parking Survey conducted 23rd to 29th January 2024

Parking observation survey was conducted on street by CEO which taken place between 9am to 1pm everyday.

Streets highlighted in Pink is zone 1 & Green Zone 2

Below tables illustrates the split in use of pay and display bays

Monday to Friday

Street	Weekday - Utilisation %			
	Average daily Paid parking per space	Blue Badge parking space	Green Permit parking space	Total average
Bishop Street	3%	9%	6%	18%
Young Street	12%	6%	24%	42%
Matilda Way	17%	23%	60%	100%
Union Street	29%	30%	20%	79%
Charles Street	34%	18%	48%	100%
Pond Street	26%	8%	37%	71%
Campo Lane	32%	10%	24%	66%
Queen Street	40%	10%	18%	68%
Hawley Street	32%	4%	19%	55%
Trippet Lane	59%	3%	17%	79%
Rockingham Street	22%	3%	5%	30%
Eldon Street	34%	3%	25%	62%
Devonshire Street	41%	5%	23%	69%
Leadmill Street	17%	25%	15%	72%
Sydney Street	35%	10%	35%	80%
Brown Street	22%	8%	46%	76%
Arundel Street	53%	7%	25%	85%
Nursery Street	53%	19%	11%	83%
Blonk Street	52%	20%	8%	80%
Gell Street	31%	3%	16%	50%
Wellington Street	31%	2%	20%	53%

- **Locations highlighted in Amber suggest that we are close to reaching the optimal level of parking and in Red indicates the optimal level exceeded particular in Zone 2 locations**

Parking Survey Saturday

Street	Saturday		utilisation %	
	Average daily Paid parking per space	Blue Badge parking space	Green Permit parking space	Total average
Bishop Street	29%	44%	5%	78%
Young Street	42%	12%	4%	58%
Matilda Way	58%	42%	0%	100%
Union Street	5%	15%	0%	20%
Charles Street	40%	30%	0%	70%
Pond Street	37%	13%	27%	77%
Campo Lane	38%	6%	4%	48%
Queen Street	33%	0%	4%	37%
Hawley Street	26%	2%	0%	28%
Trippet Lane	44%	0%	0%	44%
Rockingham Street	17%	3%	0%	20%
Eldon Street	25%	0%	6%	31%
Devonshire Street	8%	0%	0%	8%
Leadmill Street	67%	0%	0%	67%
Sydney Street	49%	0%	6%	55%
Brown Street	38%	0%	6%	44%
Arundel Street	38%	4%	8%	50%
Nursery Street	50%	7%	0%	57%
Blonk Street	50%	0%	0%	50%
Gell Street	22%	3%	8%	33%
Wellington Street	40%	0%	5%	45%

Only 1 location has exceeded 80% on a Saturday which is Matilda Way, green permits are higher in weekday compared to Saturday

Parking Survey – Sunday

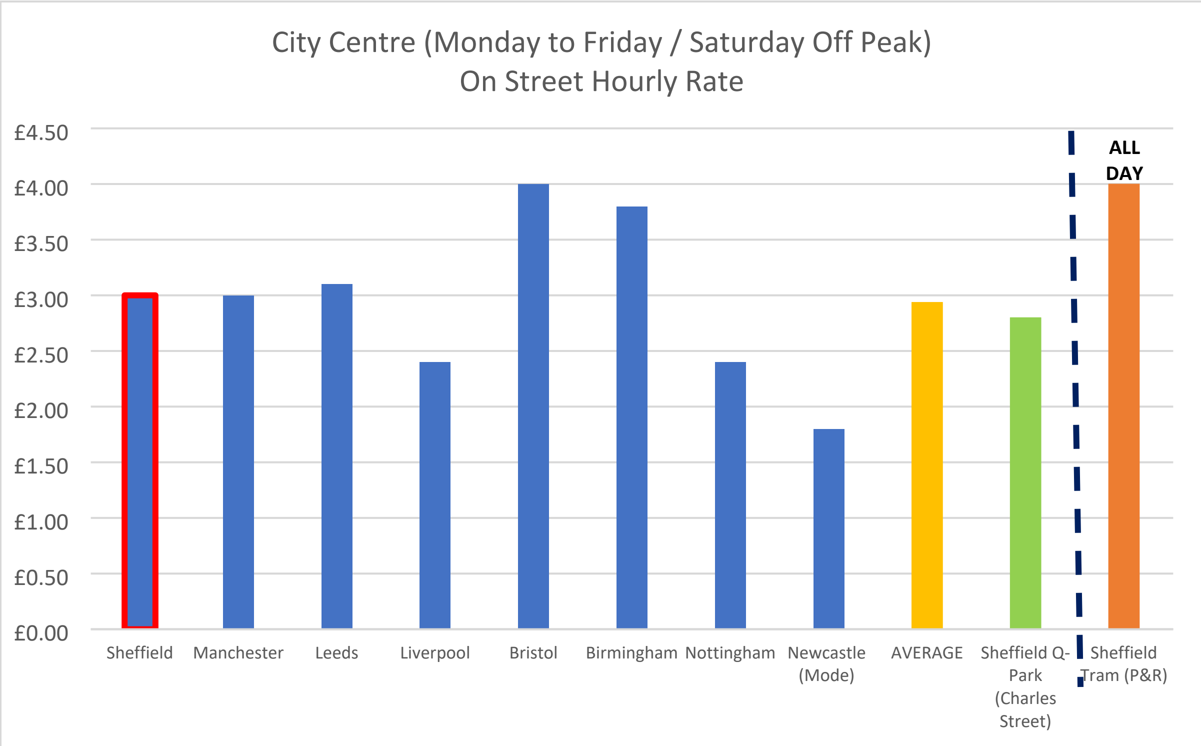
Street	Sunday		Utilisation %	
	Average daily Paid parking per space	Blue Badge parking space	Green Permit parking space	Total average
Bishop Street	28%	22%	0%	50%
Young Street	20%	0%	13%	33%
Matilda Way	72%	0%	14%	86%
Union Street	25%	25%	0%	50%
Charles Street	30%	0%	0%	30%
Pond Street	60%	7%	33%	100%
Campo Lane	84%	4%	12%	100%
Queen Street	75%	0%	5%	80%
Hawley Street	58%	5%	7%	70%
Trippet Lane	38%	56%	6%	100%
Rockingham Street	34%	0%	0%	34%
Eldon Street	40%	0%	3%	43%
Devonshire Street	84%	0%	0%	84%
Leadmill Street	67%	0%	0%	67%
Sydney Street	94%	0%	6%	100%
Brown Street	44%	6%	17%	67%
Arundel Street	88%	4%	4%	96%
Nursery Street	50%	0%	0%	50%
Blonk Street	75%	0%	0%	75%
Gell Street	15%	3%	3%	21%
Wellington Street	64%	0%	9%	73%

There are high number of locations that exceed the 80% optimal parking compared to rest of the days, especially Saturday.

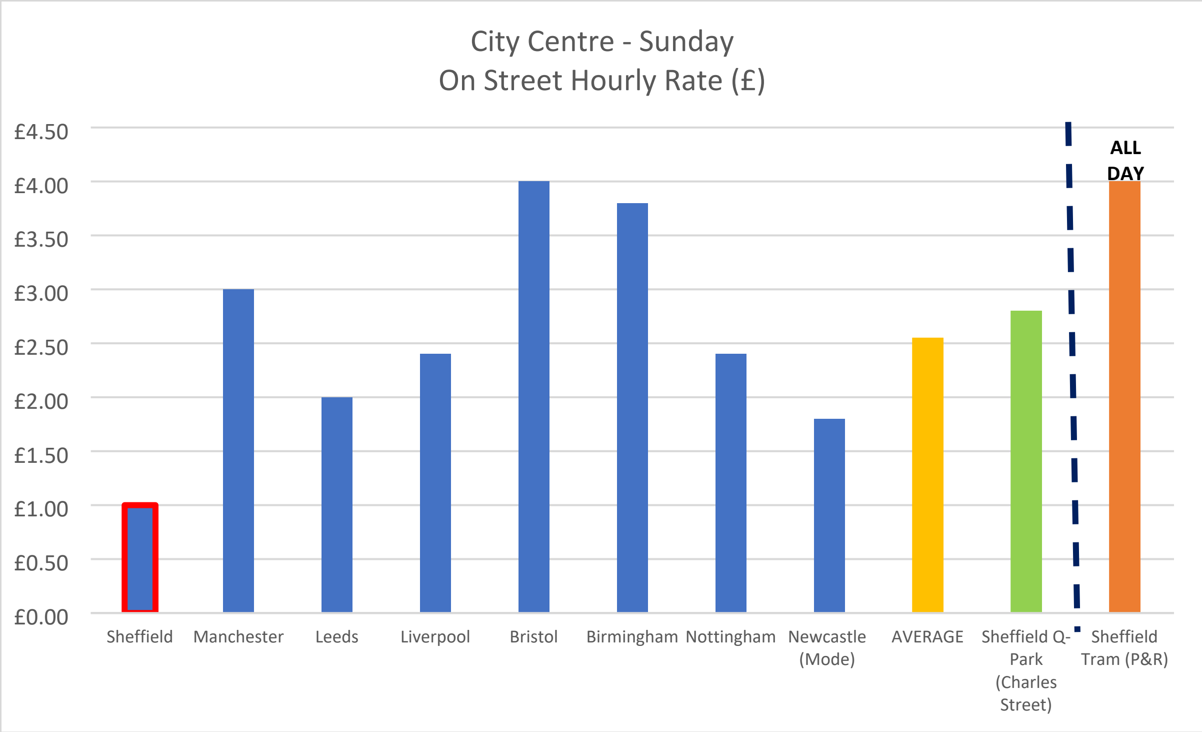
APPENDIX F

BENCH MARKING WITH OTHER CORE CITIES

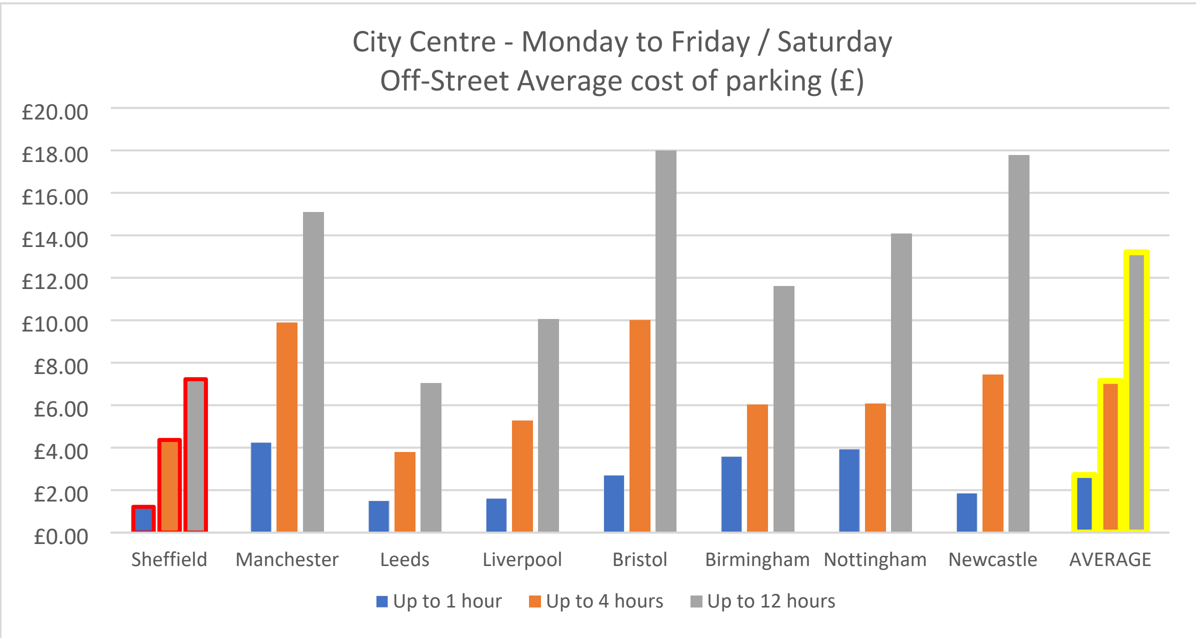
BENCHMARKING FOR ON STREET



BENCHMARKING FOR SUNDAYS – ON STREET



BENCHMARKING FOR MINDAY - SATURDAYS – OFF STREET



APPENDIX G

BENCHMARKING

PRIVATE OPERATORS OFF STREET - CITY CENTRE

MONDAY TO SUNDAY

SCC Car Park	No. of SCC Bays	Private Operator 1	Private Operator 2	Private Operator 3
Broad Lane / Brookhill / £1.45/hr Max £17.40 12.5hr	50	Tap 2 Park Bailey Lane 24 spaces Up to 1 hour £1.70 Max / £12.00 – 24hr	Q-Park Rockingham St, 551 spaces Up to 1 hour £ 2.50 Max / £ 18.00 – 24hr	Bank Park Upper Allen Street 19 spaces 1 Hour £0.50 Max £2.50 – 12 hr
Carver Lane £1.45/hr Max £5.50 6hr	60	NCP Wellington St, 449 spaces 1 hour £1.95 Max / £11.95 – 24hr	Q-Park Rockingham St, 531 spaces Up to 1 hour £ 2.50 Max / £ 18.00 – 24hr	NCP Campo Lane 150 spaces 1 Hour £3.95 Max / £18.95 – 24hr
Copper St £0.90/hr Max £7.25 12.5hr	14	Bank Park Russell Street 155 spaces 1 Hour £1.00 Max / £8.00 – 24 hr	RCP Parking Ltd Steelhouse Lane 80 spaces 1 Hour £1.60 Max / £5.00 – 24hr	
Devonshire Green / Milton Street £1.45/hr	53	NCP Bowdon Street 25 spaces 2 Hours £2.25	Bank Park Cavendish Street 70 spaces 2 Hours £1.00	Bank Park,S3 7WH 120 spaces 1 Hour£1.00 Max / £5.00 – 12 hr

Max £5.50 6hr		Max / £5.95 – 24hr	Max / £5.00 – 24hr	
Ebenezer Street, £0.90/hr Max £3.60 12.5hr	15	Bank Park Russell Street 155 spaces 1 Hour£1.00 Max / £8.00 - 24hr	RCP Parking Ltd Steelhouse Lane 80 spaces 1 Hour£1.60 Max / £5.00 – 24hr	
Eldon Street/ Fitzwilliam St £1.45/hr Max £17.40 12.5hr	137	Q-Park Rockingham St, 551 spaces Up to 1 hour £ 2.50 Max / £ 18.00 – 24hr	Bank Park Cavendish Street 70 spaces 2 Hours £1.00 Max / £5.00 – 24hr	Tap 2 Park Bailey Lane 24 spaces Up to 1 hour £1.70 Max / £12.00 – 24hr
Rockingham St £1.45/hr Max £7.25 12.5hr	38	NCP Wellington St, 449 spaces 1 hour £1.95 Max / £11.95 – 24hr	Q-Park Rockingham St, 551 spaces Up to 1 hour £ 2.50 Max / £ 18.00 – 24hr	NCP Furnival Gate 327 spaces 1 Hour£1.95 Max / £10.95 – 24hr
Silver Street £1.45/hr Max £4.35 12.5hr	12	NCP West Bar 24 spaces £5.45 per day	RCP Parking Ltd Steelhouse Lane 80 spaces 1 Hour £1.60 Max / £5.00 – 24hr	Bank Park 41 Silver Street Head 150 spaces 1 Hour £1.50 Max / £10.00 – 24hr
Stanley Lane £0.90/hr Max £3.60 12.5hr	21	Q-Park Riverside 533 spaces 1 Hour £3.50 Max / £22.00 – 24 hr	NCP, Blonk St 302 spaces 1 hour £1.95 Max /£6.95 – 24 hr	Bank Park Victoria Quays 330 spaces 1 Hour£0.80 Max / £8.00 – 24 hr
Trinity Street £0.90/hr Max £3.60 12.5hr	12	Bank Park Russell Street 155 spaces 1 Hour£1.00 Max / £8.00 - 24hr	Bank Park Upper Allen Street 19 spaces 1 Hour £0.50 Max £2.50 – 12 hr	
Wicker Lane / Windrush Way £0.90/2hr Max £3.50 12.5hr	45	ParkingEye Limited Holiday Inn Express, Blonk Street 38 spaces 2 Hours£2.00 Max / £8.00 – 24 hr	NCP, Blonk St, Sheffield S1 2AB 302 spaces 1 hour £1.95 Max /£6.95 – 24hr	Bank Park Victoria Quays 330 spaces 1 Hour£0.80 Max / £8.00 – 24 hr
Workhouse Lane £1.45/hr Max £7.25 12.5hr	63	RCP Parking Ltd Steelhouse Lane 80 spaces 1 Hour £1.60 Max / £5.00 – 24hr	RCP Parking Ltd Bridge Street 60 spaces 1 Hour£2.00 Max / £6.50 – 24 hr	NCP West Bar Paradise Street 24 spaces £5.45 per day

APPENDIX H

CPI CALCULATED

Table 1 **CPIH, CPI & RPI indices: the latest three years**

	CPI	
	Index (2015=100)	Percentage change over 12 months
	D7BT	D7G7
Jan	114.9	5.5
Feb	115.8	6.2
Mar	117.1	7.0
Apr	120.0	9.0
May	120.8	9.1
Jun	121.8	9.4
Jul	122.5	10.1
Aug	123.1	9.9
Sep	123.8	10.1
Oct	126.2	11.1
Nov	126.7	10.7
Dec 2022	127.2	10.5
Jan	126.4	10.1

Feb	127.9	10.4
Mar	128.9	10.1
Apr	130.4	8.7
May	131.3	8.7
Jun	131.5	7.9
Jul	130.9	6.8
Aug	131.3	6.7
Sep	132.0	6.7
Oct	132.0	4.6
Nov	131.7	3.9
Dec 2023	132.2	4.0

Jun-22	121.8
Dec-23	132.2
Rate	1.09
% Rate	**8.539**

APPENDIX I

FINANCIAL IMPLICATIONS

Summary

Summary		Total Income (£) for April 22 to March 23	Total Income (£) for April 23 to December 23	FYE Effect on Apr 23 - Mar 24	Averaged Income	CPI	Adjusted Income 1	Demand Reduction Factor	Adjusted Income 2	Income Differential		
		a	b	c = (b / 9) * 12	d = (a + c) / 2	e	f = d * e	g	h = f * g	k = h - d	Sunday Diff as % of Total Diff	Sunday Income Differential
On Street		£1,888,500.85	£1,193,392.90	£1,591,190.53	£1,739,845.69		£2,126,146.71		£2,041,100.85	£301,255.15	79%	£239,136.63
Off Street		£897,791.19	£836,079.35	£1,114,772.47	£1,006,281.83		£1,241,832.39		£1,192,159.09	£185,877.27	81%	£150,505.92
Miscellaneous		£731,455.21	£517,707.50	£690,276.67	£710,865.94		£771,566.78		£740,704.11	£29,838.17		
Total		**£3,517,747.25**	**£2,547,179.75**	**£3,396,239.67**	**£3,456,993.46**		**£4,139,545.88**		**£3,973,964.05**	**£516,970.59**	**75%**	**£389,642.55**
									Cost of Implementation	-£33,000.00		
									Additional Income Target	**£483,970.59**		