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Report of: Executive Director, Place
Report to: Councillor Jack Scott, Cabinet Member for
Transport & Sustainability
Date of Decision:
Subject: Sheffield Parking Strategy

Is this a Key Decision? If Yes, reason Key Decision:-	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
- Expenditure and/or savings over £500,000	<input type="checkbox"/>	
- Affects 2 or more Wards	<input type="checkbox"/>	
Which Cabinet Member Portfolio does this relate to? <i>Transport & Sustainability</i>		
Which Scrutiny and Policy Development Committee does this relate to? Economic and Environmental Wellbeing		
Has an Equality Impact Assessment (EIA) been undertaken?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If YES, what EIA reference number has it been given? <i>(Insert reference number)</i>		
Does the report contain confidential or exempt information?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-		
<i>"The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended)."</i>		

Purpose of Report:

This report introduces and seeks approval for a new Parking Strategy for Sheffield.

Recommendations:

That the Cabinet Member for Transport & Sustainability:

1. Approves the Parking Strategy attached to this report as a statement of the Council's commitment to the future of parking in support of the emerging policies set out in the Sheffield Transport Vision, City Centre Master Plan 2013 and Sheffield Local Plan.
2. Notes that the implementation of any of the proposed actions may be subject to further decision making in accordance with the Council's established processes

Background Papers:

(Insert details of any background papers used in the compilation of the report.)

Appendix A – Sheffield Parking Strategy

Lead Officer to complete:-		
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Finance: Paul Schofield
		Legal: Nadine Wynter
		Equalities: Annemarie Johnston
<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>		
2	EMT member who approved submission:	Laraine Manley
3	Cabinet Member consulted:	Councillor Jack Scott
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 Decision Maker by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	Lead Officer Name: <i>Paul Fell</i>	Job Title: <i>Strategic Transport & Infrastructure Business Manager</i>
	Date: 25 January 2018	

Sheffield Parking Strategy

1 Proposal

- 1.1 Parking has a significant role to play in the life of our city. The new Parking Strategy sets out the ways in which we will manage parking in order to achieve our wider aims in transport and land use planning. The Parking Strategy has been prepared as a statement of the Council's commitment to the future of parking and its purpose is to define our vision for parking in support of the emerging policies set out in the Sheffield Transport Vision, City Centre Master Plan and Sheffield Local Plan.
- 1.2 To address the significant amounts of work which will be required to deliver the aims of the Parking Strategy, a prioritised programme of work on parking schemes and initiatives is being developed and will be approved by the Cabinet Member. This will provide the framework within which we will address the issues identified in the Parking Strategy.
- 1.3 The proposals contained within the new Parking Strategy set out our vision for parking in the city and detail the challenges and key issues we will have to address to achieve that vision.

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 management of traffic in the city. Traffic management through parking restrictions and their enforcement also enables the Council to help deliver its "Vision for Excellent Transport in Sheffield", 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.
- 2.2 The priority in spending any surplus parking income is the provision and maintenance of off street parking spaces. Income may also be used to fund public transport improvements, new highway schemes, highway maintenance, reducing environmental pollution and maintaining and improving public open spaces.

3 **Has there been any consultation?**

- 3.1 Any potential schemes which are brought forward which require new traffic regulation orders or amendments to existing ones will need to be advertised and any objections received and not withdrawn can be reported to the Cabinet member for a decision.
- 3.2 Any schemes or initiatives taken forward which include amendments to parking tariffs or changes to the permit scheme (including permit prices) will also require an executive decision under the Leader's scheme of Delegation.

4 **RISK ANALYSIS AND IMPLICATIONS OF THE DECISION**

4.1 **Equality of opportunity implications**

- 4.1.1 Overall there are no significant differential equality impacts, positive or negative, from approving the parking strategy and its proposed programme.
- 4.1.2 It should be noted that blue disabled parking badge holders can use council pay and display parking spaces free of charge and these proposals have no impact on the number of disabled parking spaces available to drivers.
- 4.1.3 The Council has a duty under section 149 of the Equality Act 2010 (the public sector equality duty) in the exercise of its functions to have regard to the need to:
- a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

This duty has been taken into account in preparing the Parking Strategy.

4.2 **Financial and commercial implications**

- 4.2.1 The costs of implementing the proposed programme of schemes and initiatives will be met from a number of sources, such as, ring fenced parking income, Local Transport Plan capital funding and developer contributions via Section 106 and Community Infrastructure Levy contributions. Details of the funding arrangements for each scheme or initiative will be covered in internal project governance reports and executive decision reports where these are required.
- 4.2.2 There may be an increase in surplus parking income arising from

schemes or initiatives proposed in this report which will become part of the Council's General Fund resources. This will be utilised in accordance with the statutory regulations (see section 4.3 below) and Council priorities which include the development of new and existing transport infrastructure to support the growth ambitions of the city. Any proposals will be the subject of further reports in line with the Council's governance processes.

4.3 **Legal implications**

4.3.1 Section 122 of the Road Traffic Regulation Act 1984 ("the Act") imposes a general duty on the Council to exercise its function 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".

4.3.2 Section 45 of the Act gives the Local Authority a power (a discretion) to designate parking places on a highway; to charge for the use of them and to issue parking permits for a charge.

4.3.3 Section 55 of the Act requires that the Local Authority keep an account of their income and expenditure in respect of designated parking places. This includes 'pay and display' income. The ring-fenced account is referred to as the Specialist Parking Account. Section 55(4) of the Act sets out the purposes for which any surplus income in respect of designated parking places can be used. These purposes 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
- Improvement and maintenance of public open space
- Provision of outdoor recreational facilities open to the public without charge

4.4.4 All of these functions are carried out by the Council's Place Portfolio, which includes Strategic Transport & Infrastructure 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. Part 2 of the Traffic Management Act 2004 places a network management duty on local authorities to keep all traffic, including pedestrians, flowing and to co-operate with other authorities to the same end. Local authorities have to exercise all of their functions that have an impact on traffic in a more co-ordinated way.

4.4.5 There are no other legal implications for the Council arising from this report. The implementation of any of the actions set out in the Parking Strategy may be subject to further decision making in accordance with the Council's Constitution or Leader's Scheme of Delegation, and the legal implications will be considered fully at that time.

5 **Alternative options considered**

5.1 The Council does not currently have a Parking Strategy. It could choose to continue to operate without one, but this would mean that the opportunity to align parking strategy to wider transport and land use strategies and policies would be lost. Policy alignment offers a range of benefits, not least being in bidding for funds.

6 **Reasons for recommendations**

6.1 The proposed Parking Strategy will allow the Council to align its direction on parking to support the other wider strategies and policies for transport and land use.

6.2 Alignment of all relevant policies is very beneficial in terms of obtaining funding for projects and initiatives

6.3 It is therefore recommended that:

- The proposed Parking Strategy be approved;
- Approval be given to progress the programme of work on parking schemes and initiatives;
- Any increased surplus parking income which may arise from the initiatives within the parking strategy will be part of the Council's General Fund resources and prioritised as part of the established governance arrangements, including new and existing transport infrastructure.