



Author/Lead Officer of Report: Ben Brailsford

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Report of: Executive Director, Place

Report to: Councillor Douglas Johnson, Executive Member for Climate Change, Environment and Transport

Date of Decision: 5 April 2022

Subject: Parking Fees and Charges

Is this a Key Decision? If Yes, reason Key Decision:-	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
- Expenditure and/or savings over £500,000	<input type="checkbox"/>	
- Affects 2 or more Wards	<input checked="" type="checkbox"/>	
Which Cabinet Member Portfolio does this relate to? Climate Change, Environment and Transport		
Which Scrutiny and Policy Development Committee does this relate to? Overview and Scrutiny Management Committee		
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? 997		
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"The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended)."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 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:

It is 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, but not before 1 June
- City Centre Zone Pay and Display tariffs are increased, as detailed in Appendix A, and that these are implemented as soon as practicable but not before 1 June
- Changes to the permit pricing structure, as detailed in Appendix B of this report be approved and be implemented from 1 June 2022.
- Changes to the dispensation and bay suspension charges, as detailed in this report, be approved and be implemented from 1 June 2022.
- Pay and Display tariffs in Parks car parks are increased, as detailed in Appendix A, and that these are implemented as soon as practicable but not before 1 June
- The Executive Director of Place has authority, in consultation with the Executive Member for Climate Change, Environment and Transport, 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 Retail Price Index plus 1% from the date they were last increased).

Background Papers:

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

Sheffield Clean Air Strategy – December 2017

Sheffield Parking Strategy – January 2018

Sheffield Transport Strategy – July 2018

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: Kerry Darlow
		Legal: Richard Cannon / David Hollis
		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:	Michael Crofts
3	Cabinet Member consulted:	Councillor Douglas Johnson
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: Ben Brailsford Tom Finnegan-Smith	Job Title: Parking Services Manager Head of Strategic Transport, Sustainability and Infrastructure
	Date: 25 March 2022	

1.0 **Background**

- 1.1 Sheffield City Council and Sheffield City Region Transport Strategies 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 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 on-street parking schemes with controls on who is able to park and for how long or by pricing.
- 1.4 Managing the supply of, and charging for, parking is a well-established method of influencing the operation, efficiency and demand for parking that is utilised by most local highway authorities who control on 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 cities¹.
- 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 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 The High Cost of Free Parking (Donald C Shoup)

- 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 Parking fees and charges have not been increased since 2017 for pay and display outside the city centre, and since May 2019 for the remaining charges and locations. 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 Traffic analysis throughout the pandemic has shown that levels of car use have now returned to similar levels to pre-pandemic levels.
- 1.10 **City Centre Parking Tariffs**
- 1.10.1 The City Centre Parking Zone is split into 3 zones. These zones were initially devised more than a decade ago. (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 3. 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.
- 1.10.2 Sheffield City Council manages 788 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.
- 1.10.3 The current parking tariffs in the city centre were introduced in **May 2019** and haven't been increased since. This means that in real terms the cost of parking in the City Centre have become relatively cheaper over time and the effectiveness of the charges in managing demand will have reduced. Had charges increased in line with inflation they would have been in the region of 9.85% higher (based on RPI) now than in 2019.

- 1.10.4 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. Parking surveys have indicated that on Sundays a number of streets within the City Centre are over-capacity.
- 1.10.5 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>

1.11 Peripheral Parking Zones (PPZ) and Parks

- 1.11.1 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.
- 1.11.2 The last change to parking tariffs was implemented in 2017. This means that in real terms the cost of parking in the PPZ's have become relatively cheaper over time and the effectiveness of the charges in managing demand will have reduced. Had charges increased in line with inflation they would have been in the region of 16% higher (based on RPI) now than in 2017
- 1.11.3 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.

1.12 Parking Permits

- 1.12.1 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.
- 1.12.2 Parking Permits are designed to give priority parking to vehicles which meet specific criteria. There are a number of different categories of permit provided by Sheffield City Council (see Appendix B) and in total approximately 15,000 are issued annually to meet the various needs of residents, visitors and businesses.
- 1.12.3 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 £46.80 per year and the second being double that cost at £93.60.

1.12.4 The permit pricing structure put in place in **2019 has not increased in line with inflation**, meaning the price of permits has got relatively cheaper in real terms over 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.

1.13 **Bay suspensions and dispensations**

1.13.1 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.

1.13.2 Occasionally people may also need to request a dispensation to park where there is an existing parking restriction. For example, a builder may need to park their van on a double yellow line for access to heavy materials or plant to complete a repair.

1.13.3 In both of these 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.

1.13.4 In 2019 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 £25 per bay per day in the city centre and £5 in PPZ's, as well as the administration fee of £25, hasn't increased in line with inflation in the last two years, so the impact on managing traffic will have diminished.

2. **Proposals**

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

2.1.1 **City Centre On-Street**

2.1.2 The tariffs are set out in appendix A

2.1.3 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.

2.1.4 Demand for parking spaces within the city centre has not reduced since April 2019 and there remains greater pressure of 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.

- 2.1.5 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 a neutral seasonal sample, pre covid-19, September to October 2019. As traffic levels have returned to pre pandemic levels this is a reasonable assumption of expected demand now that all covid restrictions have been lifted in England.
- 2.1.6 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
- 2.1.7 **Weekday** - The analysis of weekday usage shows that the highest demand for parking is located around Union Street (zone 1), Campo Lane (zone 2), Arundel Street (zone 2), Cavendish Street (zone 3) and Bridge Street and Nursery 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 and 3. There is evidence here to suggest that parking demand in zone 1 is similar to that in the other zones
- 2.1.8 **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.
- 2.1.9 **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
- 2.1.10 The data demonstrates demand for parking across the City Centre does not reflect the current zonal structures, with higher demand locations where the charges are lower and next to key locations, like the Moor. This demonstrates a compelling case for increasing the costs as demand is high and supply is limited.
- 2.1.11 **Zone reconfiguration** - On this basis, it is proposed that the current three tier system of zone 1, 2 and 3 is removed, and there is a simpler two zone structure. Under this proposal, Zone 1 will remain the same, and Zone 2 will absorb Zone 3. This recommendation will remove the all-day parking cap of £6.50 in Zone 3. This will better reflect the changing nature of the city centre and create a zonal structure that is more consistent and aligned

to how other Core City's parking zones are set out. The implementation of this recommendation will create a two-tiered parking zone, and improve the capacity of available spaces by improving turn over and reducing the impact of all day parking.

- 2.1.12 **Modal shift** - The March 5 2019 Fees and Charges report included a decision that; "The Director of City Growth has authority, in consultation with the Cabinet Member for Environment and Transport, to make future changes to pay & display tariffs, 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 Retail Price Index plus 1% from the date they were last increased)".
- 2.1.13 In accordance with the above, the reviewed hourly charging fee would increase from £2.60 to £2.85 in Zone 1, and from £1.30 to £1.44 in Zone 2. This is based on a Retail Price Index (RPI) rise of 9.85% from May 2019 and Dec 2021. 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 or an amount greater than the rate of Retail 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.
- 2.1.14 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 in order to address this disparity, the tariff increase needs to increase further than simply an RPI uplift, as this would maintain the current disparity.
- 2.1.15 Benchmarking parking prices against other core cities demonstrates that in increasing parking tariffs by RPI to £2.85 per hour, Sheffield would still be well below the Core city average of £2.93. It is therefore proposed to increase on street parking prices in the city centre to £3 per hour in Zone 1, and for Zone 2 it would be an increase of £0.20 to £1.50 per hour. This would apply Monday to Saturday.
- 2.1.16 **Sunday** - Currently Sheffield City Centre offers a £2 all day parking offer. 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 13% of the whole week footfall figures, whereas Saturday is around 18% 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.

- 2.1.17 A benchmarking exercise with other Core Cities has identified most now don't differentiate between weekday and Sunday parking tariffs. It is therefore proposed that Sheffield begins to take steps towards aligning the Sunday tariffs with the weekday ones. However, it is a significant step to move from £2 per day to £3 per hour in one change, and it would also place Sheffield significantly higher than the average cost of £2.45 per hour. Instead, it is proposed that a series of steps are taken where impact can be monitored and adjusted over a period of time.
- 2.1.18 The initial recommendation will be to move to an hourly tariff instead of an all-day charge, and to a zonal charge to replicate the weekday charge. Zone 1 will be £1 per hour and zone 2 £0.50 per hour. This will be reviewed annually with a view to aligning the Sunday and weekday charges.
- 2.1.19 **After 4.30pm tariff** – 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, will remain as a flat fee, with no increase in tariff.
- 2.2 **City Centre Off Street**
- 2.2.1 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.
- 2.2.2 The proposal is therefore to increase charges in line with RPI, rather than by an additional modal shift increase, to maintain the off street priority in terms of demand. See appendix A for tariff changes
- 2.2.3 **Sunday Tariffs** – In line with the rationale identified in 2.1.15 & 2.1.16 in this report we propose to move to a Sunday tariff that is hourly and zonal. 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 off street charge of £0.50 per hour. These charges will be reviewed annually with a view to aligning Sunday and weekday charging tariffs.
- 2.3 **Peripheral Parking Zones (PPZ) and Parks Car Parks**
- 2.3.1 To support the ambitions of modal shift identified in 2.1.14 and 2.1.15 the proposal is to increase the hourly tariff for the PPZ (on and off street) and Parks car parks by £0.20 per hour, from £0.70 to £0.90.

2.4 **Permit Recommendations**

- 2.4.1 It's recommended that charges are increased for all Permits in line with the cumulative rate of RPI since 2019. This gives an overall PRI increase of 9.76% All permit categories, except for Green Permits, Residential Carers Permits and Organisational Carers (as shown in Appendix B).
- 2.4.2 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.
- 2.4.3 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.
- 2.4.4 **Green Permit** – the uptake of green permits has increased by 30% over the last 12 months, with more than 1000 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.

2.5 **Dispensations and Bay Suspensions**

- 2.5.1 It is proposed to increase the fees that we currently charge in line with RPI. This will ensure the level of impact introduced in 2019 isn't eroded as a consequence of the fees becoming relatively cheaper.
- 2.5.2 It is recommended that the daily bay suspension fees for city centre on street bays increase from £15 to £16.50, and on street bays outside the city centre increase from £5 to £5.60. The administration fee will increase from £25 per application to £27.50
- 2.5.3 It is recommended that the parking dispensation fee, which applies across the whole city, increases from £15 to £16.50 per vehicle per day. The administration fee will increase from £25 per application to £27.50

2.6 **Delegated Authority to amend Parking Fees**

- 2.6.1 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>
- 2.6.2 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 Place has authority, in consultation with the Cabinet Member for Climate Change,

Environment and Transport, 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 Retail Price Index & 1% from the date they were last increased, and no lower than £0.05.

3 How does this decision contribute?

- 3.1 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.
- 3.2 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 7 of this report.

4 Has there been any consultation?

- 4.1 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.

5 Equality of opportunity implications

- 5.1 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 particular regard to persons sharing the relevant protected characteristics - age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 5.2 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.

- 5.3 There is no impact on blue disabled parking badge holders as they can continue to use council pay and display parking spaces free of charge and the proposals have no impact on the number of disabled parking spaces available to drivers.
- 5.4 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.

6 Financial and Commercial implications

- 6.1 The increase in fees is expected to generate between £568K and £987K of income, depending on demand. This income will be used to meet the cost of making the necessary changes to tariffs (and any associated costs), with the remaining surplus income to be utilised in accordance with Section 55 of the Road Traffic Regulation Act 1984 as detailed in section 7.5 below.

7 Legal implications

- 7.1 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.
- 7.2 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.
- 7.3 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.

- 7.4 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.
- 7.5 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.
- 7.6 All of these functions are carried out by the Council's Place Portfolio, 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.
- 7.7 Under the Leader's Scheme of Delegations, where an Individual Executive Member approves policy relating to Council fees and charges, they are required to consult with the Leader, and be satisfied that the policy is in line with the medium term financial strategy and any policies in respect of fees and charges agreed by Co-operative Executive or the Leader. The Executive Member for Climate Change, Environment and Transport has consulted with the Leader on these proposals and is satisfied that they are in line with the medium term financial strategy and any policies in respect of fees and charges agreed by Executive or the Leader. The Executive Member therefore has authority to approve the proposals set out in this report.

8 **Alternative options considered**

- 8.1 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.
- 8.2 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 so as to achieve the aims of the proposed increases.
- 8.3 The Council could reduce the amount 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. A report on a proposed Controlled Parking Zone programme, including existing Zone reviews, is being prepared for consideration in 2022.

9 **Reasons for recommendations**

- 9.1 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.
- 9.2 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, but not before 1 June
 - City Centre Zone Pay and Display tariffs are increased, as detailed in Appendix A, and that these are implemented as soon as practicable but not before 1 June
 - Changes to the permit pricing structure, as detailed in Appendix B of this report be approved and be implemented from 1 June 2022.
 - Changes to the dispensation and bay suspension charges, as detailed in this report, be approved and be implemented from 1 June 2022.
 - Pay and Display tariffs in Parks car parks are increased, as detailed in Appendix A, and that these are implemented as soon as practicable but not before 1 June
 - The Executive Director of Place has authority, in consultation with the Executive Member for Climate Change, Environment and Transport, 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 Retail Price Index plus 1% from the date they were last increased).

Appendix A – Recommended City Centre Pay and Display Tariff

Parking Areas	Current	Recommended
Monday to Saturday - On street City Centre	Zone 1 - £2.60 per hour Zone 2 - £1.30 per hour Zone 3 - £1.30 per hour with a capped price of £6.50 all day	Zone 1 - £3.00 Zone 2 - £1.50 Zone 3 – remove capped price. All locations in Zone 3 now priced as Zone 2.
Monday to Saturday - Off Street City Centre		
Broad Lane / Brook Hill / Carver Lane / Eldon Street / Fitzwilliam Street / Silver Street	£1.30 per hour	£1.45 per hour
Carver Lane / Devonshire Green / Milton Street	£0.80 for first 30 mins £1.30 per hour £5 all day	£0.90 for first 30 mins £1.45 per hour £5.50 all day
Rockingham Street / Workhouse Lane	£1.30 per hour £6.50 all day	£1.45 per hour £7.25 all day
Ebenezer Street / Stanley Lane / Trinity Street / Windrush Way	£0.80 per hour £3.20 all day	£0.90 per hour £3.60 all day
Copper Street	£0.80 per hour £6.50 all day	£0.90 per hour £7.25 all day
Sunday - On street City Centre	£2 parking all day for all the zones	Zone 1 £1.00 per hour Zone 2 - £0.50 per hour
Sunday – Off Street City Centre	£2 parking all day for all the zones	£0.50 per hour
Peripheral Parking Zones- - On Street	70p per hour	90p per hour
Peripheral Parking Zones-Off Street Car Parks	70p per hour	90p per hour
Alderson Road / Blyde Road/ Broomspring Lane / Parkers Lane / Spooner Road / Stewart Road		

Parking Areas	Current	Recommended
Parks Car Parks Hillsborough / Endcliffe / Millhouses / Graves	70p per hour	90p per hour

Appendix B – Proposed Permit Charges

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		£16.25	£17.85
Resident 1st Permit Standard		£46.80	£51.40
Trade Permits		£81.25	£89.25
Resident 2nd Permit		£93.60	£102.80
Business 1 st Permit		£93.60	£102.80
City Centre Outer Standard Price		£130.00	£142.80
Utility Permits		£162.50	£178.50
Business 2 nd Permit Standard		£187.20	£205.65
City Centre Inner Standard Price		£260.00	£285.60

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

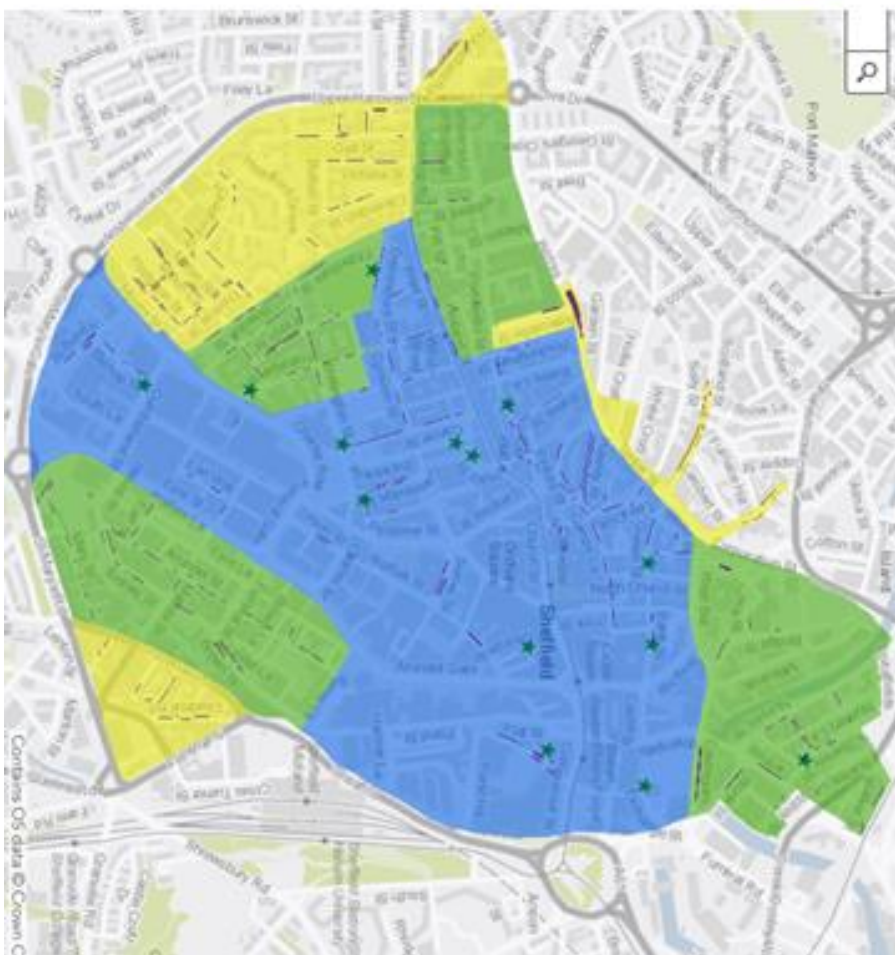
Stalker Lees zone

Vaughton Hill zone

Appendix D – Map of City Centre Parking Zone

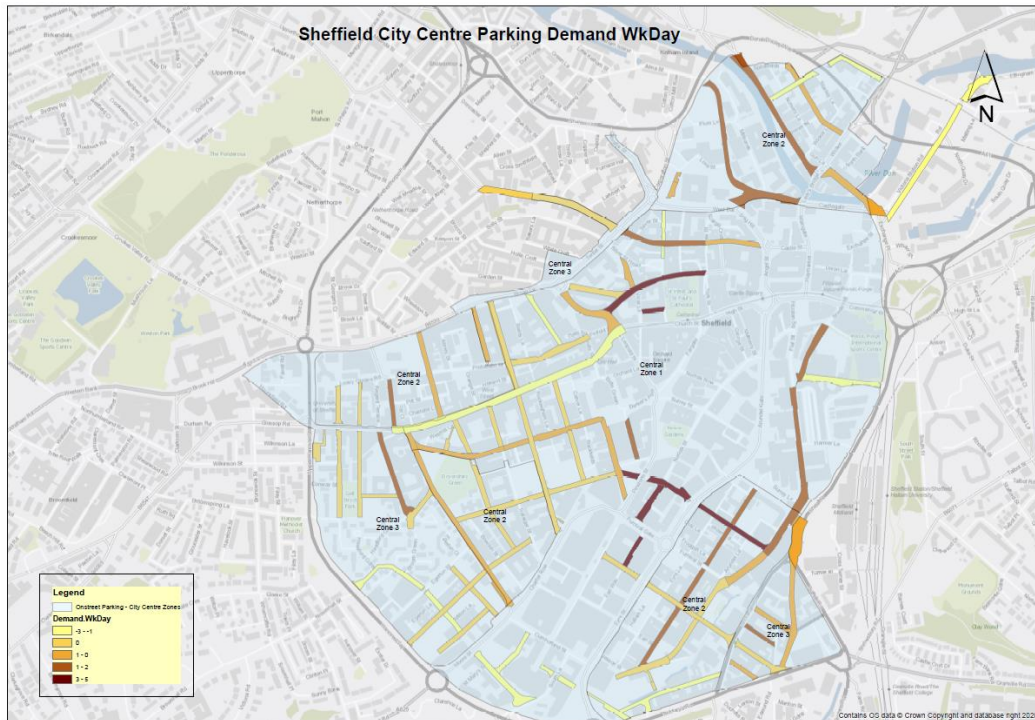
1. On-Street Parking - Map

Blue = Central Zone 1
Green = Central Zone 2
Yellow = Central Zone 3

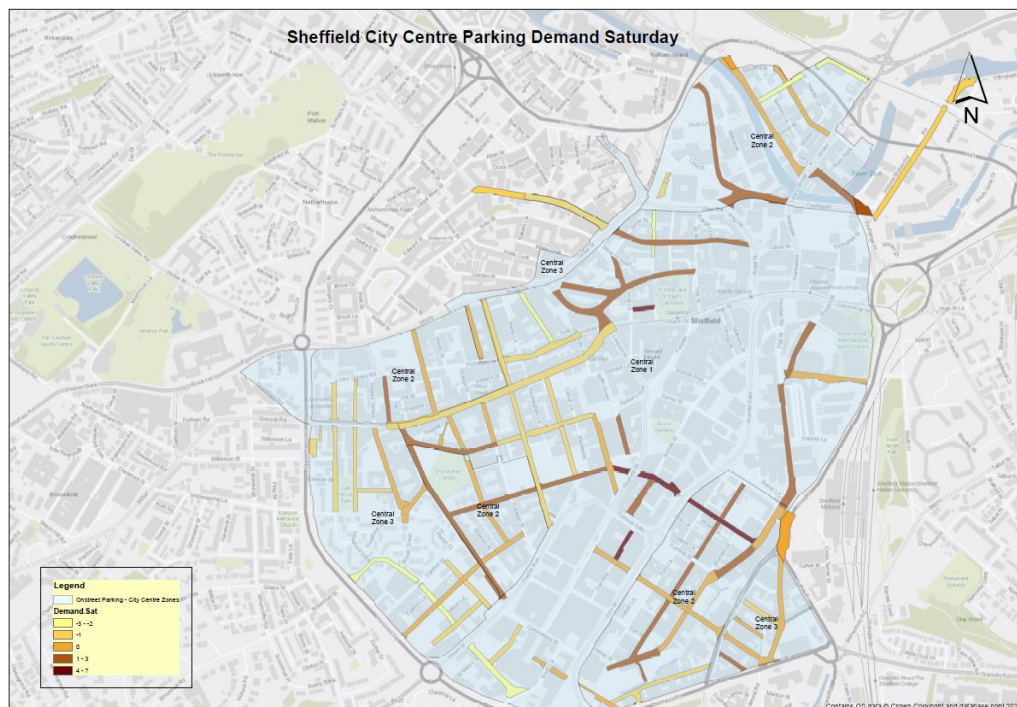


Appendix E – Map Showing demand in city centre

City Centre weekday demand



City Centre Saturday Demand



City Centre Sunday Demand

