

Economic and Environmental Wellbeing Scrutiny and Policy Development Committee

Wednesday 20 March 2019 at 5.00 pm

To be held at the Town Hall, Pinstone Street, Sheffield, S1 2HH

The Press and Public are Welcome to Attend

Membership

Councillors Denise Fox (Chair), Ian Auckland (Deputy Chair), Lisa Banes, Mike Chaplin, Neale Gibson, Adam Hanrahan, Mark Jones, Abdul Khayum, Cate McDonald, Mohammed Mahroof, Ben Miskell, Robert Murphy, Moya O'Rourke, Martin Smith and Paul Wood

Substitute Members

In accordance with the Constitution, Substitute Members may be provided for the above Committee Members as and when required.

PUBLIC ACCESS TO THE MEETING

The Economic and Environmental Wellbeing Committee exercises an overview and scrutiny function in respect of the planning, development and monitoring of service performance and other issues in respect of the area of Council activity relating to planning and economic development, wider environmental issues, culture, leisure, skills and training, and the quality of life in the City.

A copy of the agenda and reports is available on the Council's website at www.sheffield.gov.uk. You can also see the reports to be discussed at the meeting if you call at the First Point Reception, Town Hall, Pinstone Street entrance. The Reception is open between 9.00 am and 5.00 pm, Monday to Thursday and between 9.00 am and 4.45 pm. on Friday. You may not be allowed to see some reports because they contain confidential information. These items are usually marked * on the agenda.

Members of the public have the right to ask questions or submit petitions to Scrutiny Committee meetings and recording is allowed under the direction of the Chair. Please see the website or contact Democratic Services for further information regarding public questions and petitions and details of the Council's protocol on audio/visual recording and photography at council meetings.

Scrutiny Committee meetings are normally open to the public but sometimes the Committee may have to discuss an item in private. If this happens, you will be asked to leave. Any private items are normally left until last. If you would like to attend the meeting please report to the First Point Reception desk where you will be directed to the meeting room.

If you require any further information about this Scrutiny Committee, please contact Alice Nicholson, Policy and Improvement Officer on 0114 27 35065 or [email alice.nicholson@sheffield.gov.uk](mailto:alice.nicholson@sheffield.gov.uk)

FACILITIES

There are public toilets available, with wheelchair access, on the ground floor of the Town Hall. Induction loop facilities are available in meeting rooms.

Access for people with mobility difficulties can be obtained through the ramp on the side to the main Town Hall entrance.

**ECONOMIC AND ENVIRONMENTAL WELLBEING SCRUTINY AND POLICY
DEVELOPMENT COMMITTEE AGENDA
20 MARCH 2019**

Order of Business

- 1. Welcome and Housekeeping Arrangements**
- 2. Apologies for Absence**
- 3. Exclusion of Public and Press**
To identify items where resolutions may be moved to exclude the press and public
- 4. Declarations of Interest** (Pages 1 - 4)
Members to declare any interests they have in the business to be considered at the meeting
- 5. Minutes of Previous Meeting** (Pages 5 - 14)
To approve the minutes of the meeting of the Committee held on 30th January, 2019
- 6. Public Questions and Petitions**
To receive any questions or petitions from members of the public
- 7. Building Better Parks Strategy** (Pages 15 - 30)
Report of the Head of Parks and Countryside and Bereavement Services
- 8. Call-in of the Individual Cabinet Member Decision on Parking Fees and Charges** (Pages 31 - 60)
Report of the Policy and Improvement Officer
- 9. Date of Next Meeting**
The next meeting of the Committee will be held on a date to be arranged

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ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

If you are present at a meeting of the Council, of its executive or any committee of the executive, or of any committee, sub-committee, joint committee, or joint sub-committee of the authority, and you have a **Disclosable Pecuniary Interest (DPI)** relating to any business that will be considered at the meeting, you must not:

- participate in any discussion of the business at the meeting, or if you become aware of your Disclosable Pecuniary Interest during the meeting, participate further in any discussion of the business, or
- participate in any vote or further vote taken on the matter at the meeting.

These prohibitions apply to any form of participation, including speaking as a member of the public.

You **must**:

- leave the room (in accordance with the Members' Code of Conduct)
- make a verbal declaration of the existence and nature of any DPI at any meeting at which you are present at which an item of business which affects or relates to the subject matter of that interest is under consideration, at or before the consideration of the item of business or as soon as the interest becomes apparent.
- declare it to the meeting and notify the Council's Monitoring Officer within 28 days, if the DPI is not already registered.

If you have any of the following pecuniary interests, they are your **disclosable pecuniary interests** under the new national rules. You have a pecuniary interest if you, or your spouse or civil partner, have a pecuniary interest.

- Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner undertakes.
- Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period* in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

*The relevant period is the 12 months ending on the day when you tell the Monitoring Officer about your disclosable pecuniary interests.

- Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority –
 - under which goods or services are to be provided or works are to be executed; and
 - which has not been fully discharged.

- Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.
- Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.
- Any tenancy where (to your knowledge) –
 - the landlord is your council or authority; and
 - the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.
- Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -
 - (a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and
 - (b) either -
 - the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or
 - if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

If you attend a meeting at which any item of business is to be considered and you are aware that you have a **personal interest** in the matter which does not amount to a DPI, you must make verbal declaration of the existence and nature of that interest at or before the consideration of the item of business or as soon as the interest becomes apparent. You should leave the room if your continued presence is incompatible with the 7 Principles of Public Life (selflessness; integrity; objectivity; accountability; openness; honesty; and leadership).

You have a personal interest where –

- a decision in relation to that business might reasonably be regarded as affecting the well-being or financial standing (including interests in land and easements over land) of you or a member of your family or a person or an organisation with whom you have a close association to a greater extent than it would affect the majority of the Council Tax payers, ratepayers or inhabitants of the ward or electoral area for which you have been elected or otherwise of the Authority's administrative area, or
- it relates to or is likely to affect any of the interests that are defined as DPIs but are in respect of a member of your family (other than a partner) or a person with whom you have a close association.

Guidance on declarations of interest, incorporating regulations published by the Government in relation to Disclosable Pecuniary Interests, has been circulated to you previously.

You should identify any potential interest you may have relating to business to be considered at the meeting. This will help you and anyone that you ask for advice to fully consider all the circumstances before deciding what action you should take.

In certain circumstances the Council may grant a **dispensation** to permit a Member to take part in the business of the Authority even if the member has a Disclosable Pecuniary Interest relating to that business.

To obtain a dispensation, you must write to the Monitoring Officer at least 48 hours before the meeting in question, explaining why a dispensation is sought and desirable, and specifying the period of time for which it is sought. The Monitoring Officer may consult with the Independent Person or the Council's Audit and Standards Committee in relation to a request for dispensation.

Further advice can be obtained from Gillian Duckworth, Director of Legal and Governance on 0114 2734018 or email gillian.duckworth@sheffield.gov.uk.

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Economic and Environmental Wellbeing Scrutiny and Policy Development
Committee

Meeting held 30 January 2019

PRESENT: Councillors Denise Fox (Chair), Ian Auckland (Deputy Chair), Lisa Banes, Mike Chaplin, Mark Jones, Abdul Khayum, Mohammed Mahroof, Ben Miskell, Robert Murphy, Paul Wood and Dianne Hurst (Substitute Member)

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1. APOLOGIES FOR ABSENCE

1.1 Apologies for absence were received from Councillors Neale Gibson, Cate McDonald (with Councillor Dianne Hurst attending as her substitute), Moya O'Rourke and Martin Smith.

2. EXCLUSION OF PUBLIC AND PRESS

2.1 No items were identified where resolutions may be moved to exclude the public and press.

3. DECLARATIONS OF INTEREST

3.1 There were no declarations of interest.

4. MINUTES OF PREVIOUS MEETING

4.1 The minutes of the meeting of the Committee held on 28th November, 2018, were approved as a correct record.

4.2 Matters Arising

4.2.1 Councillor Ian Auckland asked whether the consultation process with regard to Sheffield's Clean Air Zone proposals had begun, to which Councillor Jack Scott, Cabinet Member for Transport and Development, stated that the Council was still awaiting authorisation from the Government relating to the Outline Business Case it had submitted and therefore he was not yet able to bring a progress report to this Committee.

5. PUBLIC QUESTIONS AND PETITIONS

5.1 The Committee received the following questions from Mike Hodson, a member of the public:-

Accepting that Parks and Countryside Department, along with the rest of Sheffield City Council, has been very damaged by the large reduction in grant income, and accepting therefore that the new Building Better Parks Strategy for seeking to increase income and retain the ability to maintain Sheffield's parks and green

spaces is very welcome; nevertheless does the Scrutiny Committee feel able to whole-heartedly endorse the entire Strategy in the light of the apparent conflict between:

- (a) the Strategy's proposal that implementation should include "leases and sales of land and/or buildings for new homes or businesses", and could involve "disposing of low recreational value land or property to generate new income"; and
- (b) the assertions by Councillor Mary Lea, Cabinet Member for Culture, Parks and Leisure, and by the Head of Parks and Countryside that "no parks will be sold under, or in the implementation of, this strategy"?

Does the Committee feel that the proposal quoted above is also compatible with the aspirations quoted in the Report, or in public, that the Council should "maintain control of policy and assets", and "maintain affordable public access under all circumstances"?

Follow-up? Will the Scrutiny Committee include the Building Better Parks Strategy and its implementation in its Work Programme for 2019/20, in order to monitor the issues highlighted above?

5.2 The Chair informed Mr. Hodson that an item regarding the Building Better Parks Strategy would be added to the Committee's Work Programme and he will be informed when the item is on the agenda.

6. CALL-IN OF THE INDIVIDUAL CABINET MEMBER DECISION ON SHEFFIELD INNER RING ROAD AND JUNCTIONS

6.1 The Committee considered the following decision of the Cabinet Member for Transport and Development, made on 11th January, 2019:-

"That the Sheffield Inner Ring Road Scheme be approved and implemented, in accordance with the details set out in the report."

6.2 Signatories

The lead signatory to the call-in was Councillor Martin Phipps, and the other signatories were Councillors Kaltum Rivers, Robert Murphy, Alison Teal and Douglas Johnson.

6.3 Reasons for the Call-In

The signatories wanted to scrutinise the impacts of air pollution on the City's priorities and the public's health.

6.4 Attendees

- Councillor Jack Scott (Cabinet Member for Transport and Development)
- Tom Finnegan-Smith (Head of Strategic Transport and Infrastructure)
- Andrew Marwood (Senior Engineer)

- Ogo Osammor (Lead Air Quality Officer).
- Councillor Martin Phipps, Lead Signatory to the call-in.
- Councillor Douglas Johnson, Signatory to the call-in.

6.5 Questions asked by Members of the Public

6.5.1 Roy Morrison

1. How does the scheme square with the proposed Clean Air Zone?
2. How will the scheme provide quicker and more reliable bus journeys?

6.5.2 James Martin

Mr. Martin referred to paragraph 4.1 in the report to Councillor Jack Scott (Cabinet Member for Transport and Development), dated 11th January, 2019, which states that an Equality Impact Assessment had been carried out and that the measures would improve accessibility. Mr. Martin stated that as far as he was aware, the Access Liaison Group had not been consulted on this.

6.5.3 Ruth Mersereau

1. In its report, the Council states that the business case for active travel, including cycle schemes, has not been identified. How was this conclusion reached and how was this quantified?
2. What effect does the Council think the Inner Ring Road expansion will have on noise pollution levels and their effect of residents living near to the road?

6.5.4 Andrew Rogers

What consideration has been given to the residents of Kelham Island and the surrounding area regarding the increase in traffic?

6.6 Councillor Jack Scott responded to the questions as follows:-

- Clean Air Zone – The model scheme will result in better air quality as the aim was to prioritise public transport to move through the area quicker. If the scheme did not go ahead, the air quality would decrease.
- Bus Journeys and Traffic Lights – Councillor Scott said that the prioritisation of public transport brought about by the scheme would significantly reduce the delays to bus journeys and ease congestion, particularly at peak times, and clear traffic out of the city centre. Without the scheme, bus times would increase and cause further delays. The scheme would provide improved, safe crossing facilities for pedestrians and cyclists.
- Access Liaison Group – Councillor Scott confirmed that the Access Liaison Group had not been consulted regarding this scheme, so could not comment as to whether it endorsed it.

- Active Travel – This was a stand-alone scheme and as yet was not completed. It was thought that this scheme does provide improvements for pedestrians, public transport users and cyclists.
 - Noise Pollution – It was envisaged that there would not be a significant change in noise levels should the scheme go ahead.
 - Whilst there has been significant growth within the Inner Ring Road area, the scheme addresses the wider transport issues facing the city as it continues to improve economically and regenerate.
- 6.7 Councillor Martin Phipps, as Lead Signatory to the call-in, stated that he had a number of concerns regarding the scheme. These were primarily (a) that the residents of Kelham Island and the surrounding area were concerned that the scheme would increase the physical separation of the area from the city centre; (b) due to the fact that the Parkway was already in breach of legal air quality limits, the scheme would increase air pollution; (c) what were the long-term benefits of the scheme and could other options be explored; and (d) the intent of the scheme was to allow more cars to pass through the Inner Ring Road Area to accommodate the full build out of the city centre's development. Councillor Phipps said that the preferred preliminary design did not appear to give prioritisation to public transport and asked for this to be clarified.
- 6.8 Councillor Douglas Johnson, as a signatory to the call-in, referred to the preliminary design map and asked for clarity with regard to the scheme cycle provisions and the benefits of it.
- 6.9 Councillor Ian Auckland, as a signatory to the call-in, stated that the need to look at highway capacities used to be considered by the Planning and Highways Committee and this no longer seemed to be the case. He was also aware of the concerns of cyclists using the area.
- 6.10 Councillor Rob Murphy, as a signatory to the call-in, stated that there appeared to be differences between the information in the report and what had already been said at the meeting. He asked how there could be no road widening, when it was planned to change from two lanes into three lanes, and also, he failed to see where there would be improvements to bus priority.
- 6.11 The following responses were given:-
- The Scheme aligns with the Transport Strategy which outlines that the Inner Ring Road is a critical part of the transport structure. Movement is constrained from the east to the west of the city and a cumulative impact assessment has shown that changes to the Inner Ring Road need to be made to enable free movement across the city.
 - It is clear that there would be an improvement in air quality levels due to traffic moving quicker through the area.

- Although there will be a potential loss of trees and grassed areas in the central reservation areas due to the construction of the additional traffic lanes, landscaping, including the planting of wildflowers, will take place in other areas of the site.
- The scheme aligns with the Transport Strategy by making best use of the space available and improving the efficiency of the junction operation at Corporation Street, Bridgehouses and Savile Street, by providing safe crossing for pedestrians and cyclists, and also improve the connectivity between the city centre and Kelham Island.
- Development of the Inner Ring Road is a critical factor to the Transport Strategy in ensuring that the transport system supports inclusive economic growth whilst also ensuring health and environmental sustainability, and reducing air pollution. The Healthy Street scheme does not apply to the Inner Ring Road, it is more for suburban areas.
- The Upper Don Flood Defence junction is not affected in any way by the proposed scheme.
- Although the proposed scheme is predominantly funded by the City Council and Sheffield City Region, there is the possibility that some funding may become available through Transforming Cities.
- It is considered that the Scheme is robust, the impact and benefits of it have been accepted through the Business Case submitted. The appraisal for the Clean Air Zone has not yet been signed off by the Government, the Council is still awaiting feedback.
- Whilst this section of the Inner Ring Road is only 10 years old, the proposals are for a short to medium term scheme, and the modelling shows that it will realise the benefits it has been designed to do for the required time period. The modelling also shows that the improvements to the network will continue to provide resilience beyond 2024 which would not be the case if the improvements do not take place. The Inner Ring Road area was unrecognisable compared to 10 years ago, due to the extent of development over that period.
- The Inner Ring Road has the greatest number of delays throughout the whole of the city and there has to be a scheme to improve this. The West Bar area is undergoing significant redevelopment and if the scheme did not go ahead, it is envisaged there would be huge problems to Active Travel when development was completed.
- To change from two lanes to three, would be achieved by a reduction in lane width to create three lanes.

6.12 Members stated that this scrutiny exercise had highlighted issues that were not in the report. Officers have been asked to investigate connectivity from Kelham Island, cycle lane improvements and use of Community Infrastructure Levy.

Councillor Jack Scott said that he would produce a monitoring and evaluation plan approximately 12 to 18 months post scheme completion for the Committee to reflect upon and provide an updated note on the issues that had been raised, and items of interest and would make sure that the note was available in the public domain.

6.13 RESOLVED: That the Committee:-

- (a) notes the contents of the report now submitted, together with the comments now made and the responses to the questions raised; and
- (b) agrees to take no action in relation to the called-in decision, but requests that the Cabinet Member for Transport and Development supply the Air Quality modelling to the Committee once it has been certified accurate by Government; produces scheme outcome monitoring information on this scheme and presents it to the Committee, as well as make available to the Committee on an annual basis, monitoring and evaluation for all transport infrastructure schemes.

7. POST CORE INVESTMENT REVIEW OF THE STREETS AHEAD CONTRACT

7.1 The Committee received an update on the Post Core Investment Period Review of the Streets Ahead Contract to look at service delivery performance, contract issues and future work programmes.

7.2 In attendance for this item were Councillor Lewis Dagnall (Cabinet Member for Environment and Streetscene), Philip Beecroft (Head of Highway Maintenance), Darren Butt (Amey), Clare Smith (Procurement and Supply Chain Manager, Sheffield City Council), Helen McIlroy and Christine King (Sheffield People's Audit).

Public Questions

7.3 Helen McIlroy stated that the People's Audit was about making sure that the citizens of Sheffield were getting value for money from the Amey Contract. She said that she was concerned about how the money on the contract had been spent and, having looked at the data provided on the Council's website, she thought a lot of information had not been made publicly available. Christine King added that a lot of clear, meaningful information had been omitted and the information that was available was not open and transparent and did not fully reflect what was happening in the city. Ms. King stated that there were no performance figures, whether things on the city's streets were improving or getting worse, and very often the website only reported on things that were going well, but not on things that were not working so well. She also enquired whether the data that was on the website was uploaded on a monthly basis and how often an audit of the Company was carried out.

7.4 Responses to these questions were as follows:-

- The amount of work that had been carried out by Amey had been

phenomenal and it was impossible to report back on it on a monthly basis.

- Although the contract the Council has with Amey was under review, it was business as usual and the contract will continue as normal.
- A report on every strategic contract was published on the Council's website and it was possible for the contracts to remain accessible to the public.
- Any repairs that were reported to the Streets Ahead, were passed onto to Amey and were dealt with by them, and the response time varied depending on the type of job required.

7.5 Philip Beecroft introduced the report and outlined the spectrum of the Streets Ahead Contract, its achievements to date, any contractual issues and the future of the works. He said that the contract was for 25 years to address the decline of the highways around the city. During the first five years of the contract the targets to improve the condition of roads and footpaths, street lighting, replacement of traffic signals and highway structures have all been achieved. Savings had been made on street lighting through the use of LED lights, carbon emissions and energy bills have been reduced and the network requires less maintenance. Philip Beecroft said that the funding for the scheme had been sought by bidding for Government funding and additional capital from the Council's highways revenue budget. He added that the Streets Ahead team and Amey hold regular service improvement meetings and service monitoring meetings and performance on the scheme has been inspected independently.

7.6 Darren Butt admitted that there had been issues with the contract as there might be with any large contract, but there had been marked improvements; the city centre is litter-free, the gulleys are cleaned on a regular basis and there will be ongoing maintenance to the city's streets. Amey, as a company, have introduced an Internship Programme for young people and also have taken on apprentices.

7.7 Members of the Committee raised questions, and the following responses were provided:-

- Due to the amount of resurfacing works already carried out, which was to 70% of the city's streets, it was inevitable that some surfaces required further repairs to them, which was due to the wrong design, original surface, road layout etc. Any such repairs had been and would continue to be undertaken at no extra cost.
- Last Spring, grit bins were removed from the city's streets but following a review, over 1,900 grit bins across the city were replaced and these were checked and filled at the start of the winter. Details of where the grit bins are located and how to request a grit bin, can be found on the City Council's website.
- Graffiti, once reported to Customer Services, will be removed on roads or pavements, litter bins, road signs, lighting, as well as from bridges and subways. Also graffiti could be removed from privately owned houses, and

Streets Ahead would charge to remove it from commercial premises.

- The Council rely heavily on members of the public reporting issues in their area, especially if grit bins have not been replenished or there are “grot spots”. Amey are very proactive in dealing with these issues, making sure the right Council service is aware that a problem exists.
- During last year, there were only four incidents reported where people had been injured whilst the works were being carried out. Amey operate a strong “safety first” culture and should anything be found to be unsafe on site, work would stop immediately. The Council’s Highways Department have scrutinised Amey’s health and safety standards and a Health and Safety Team visits sites regularly to check that those standards are being upheld.
- The rationale for Streets Ahead is to maintain a level of investment and although cuts have been made, performance in grounds maintenance is very good. Issues between the Housing, Highways and Parks Services have arisen but the Council is looking at ways to improve this and recognises that a lot more work still needs to be done.
- Due to the introduction of LED street lighting, the standard of lighting is much improved and directed to illuminate where needed. If there are any problems with street lights, these should be reported.
- Roads had been resurfaced when their optimum life had been reached and will be treated again before the end of the 25 year contract, with surface dressing to protect the life of the road.
- A survey of the roads will be carried out bi-annually and where any don’t meet the necessary standard, they will be added to the next programme of works.
- It was accepted that sometimes the Council’s website was not the easiest to access, but it was hoped that improvements will be made.
- The future was to have “smart cities”, having sensors on bins, street lights, grit bins, gulley etc. that will detect when repairs/maintenance is needed. In the meantime, the public need to be more proactive at reporting any issues they have.
- Amey were happy to work alongside the People’s Audit and acknowledged that it is not for them to gather information regarding the Streets Ahead Programme. However, officers were of the opinion that People’s Audit were suspicious of the Council and Amey, and tried to “catch them out”, but stated that some information was commercially sensitive and not open to the public.
- When a road has been repeatedly dug up by the utility services, it was the

responsibility of the utility service concerned to patch the road up. Eventually, the patched up areas will be covered by resurfacing.

7.8 RESOLVED: That the Committee:-

- (a) thanks Councillor Lewis Dagnall (Cabinet Member for Environment and Streetscene), Philip Beecroft (Head of Highway Maintenance), Clare Smith (Procurement and Supply Chain Manager) and Darren Butt (Amey) for their contribution to the meeting;
- (b) notes the contents of the report and the responses to questions; and
- (c) requests that an update report on the Streets Ahead Contract be brought to the Committee on an annual basis.

8. WORK PROGRAMME 2018/19

8.1 The Committee received a report of the Policy and Improvement Officer which set out the Committee's Work Programme for 2018/19.

8.2 RESOLVED: That the Committee approves the contents of the Work Programme 2018/19 and noted that there were three items to bring to the Committee, in March if possible, but this could be a variation of two out of the three.

9. DATE OF NEXT MEETING

9.1 It was noted that the next meeting of the Committee would be held on Wednesday, 27th March, 2019, at 5.00 p.m., in the Town Hall.

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Report to Economic and Environmental Wellbeing Scrutiny & Policy Development Committee 20th March 2019

Report of: Parks and Countryside Service: Culture and Environment

Subject: Building Better Parks Strategy

Author of Report: Lisa Firth/James Barnes

The Scrutiny Committee agreed to include the Building Better Parks Cabinet Report in the Committee's work programme due to public questions being raised at the Economic and Environmental Wellbeing Scrutiny Committee on 30th January 2019.

Background Papers:

List any background documents (e.g. research studies, reports) used to write the report. Remember that by listing documents people could request a copy.

Category of Report: OPEN (please specify)

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Author/Lead Officer of Report: Lisa Firth Parks and Countryside Service

Tel: 2500500

Report of: Laraine Manley, Executive Director, Place
Report to: Cabinet Meeting
Date of Decision: 21st November 2018
Subject: Building Better Parks Strategy

Is this a Key Decision? If Yes, reason Key Decision:- Yes No
- Expenditure and/or savings over £500,000
- Affects 2 or more Wards

Which Cabinet Member Portfolio does this relate to? Culture, Parks and Leisure
Which Scrutiny and Policy Development Committee does this relate to? Economic and Environmental Well Being

Has an Equality Impact Assessment (EIA) been undertaken? Yes No
If YES, what EIA reference number has it been given? **384**

Does the report contain confidential or exempt information? Yes No
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-

Purpose of Report:

(Outline the decision being sought or proposal being recommended for approval.)
The report seeks agreement for the Parks and Countryside Service Building Better Parks Strategy. The Strategy is intended to be used as a framework for decision making to assist with maximising the benefits derived from our land and property portfolio.

Recommendations

- Approve the Parks and Countryside 'Building Better Parks Strategy' report to establish the strategic framework which will guide decision making on the use and management of the Parks and Countryside Service land and property portfolio.

Background Papers:

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

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: <i>Beth Storm/Annemarie Johnson</i>
<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:	<i>Laraine Manley</i>
3	Cabinet Member consulted:	<i>Mary Lea</i>
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: Lisa Firth	Job Title: Head of Parks and Countryside
	Date: 1st November 2018	

1. PROPOSAL

(Explain the proposal, current position and need for change, including any evidence considered, and indicate whether this is something the Council is legally required to do, or whether it is something it is choosing to do)

1.1 Background

- Comparisons with other core cities show there is a need to invest further into the management and maintenance of the cities' Parks and Green Spaces. Whilst the council recognises this link, and has committed to improving the facilities in parks to enhance the quality of life of people living and working within the city, it accepts this requires substantial financial investment.
- The city's Parks and Green Spaces are part of what makes Sheffield a great place to live. We are one of the greenest cities in the UK with 74 public parks and hundreds of local green spaces knitted into communities across the city. We are also the only major UK city with a national park within its boundaries.
- The parks not only make a major contribution to people's health, they also provide places that bring people together, act as the focus for community activity and improve the look and feel of an area, making it a more attractive place to live, work, invest or study.
- The government has estimated that if everyone in the UK had sufficient access to parks, the health benefits would save the NHS over £2bn per year. What's more, the World Health Organisation states that the health and social benefits of parks are greatest for people living in deprived areas and the National Children's Bureau estimates that children in deprived areas are nine times less likely to have access to green space and play spaces.
- A 2016 study in Sheffield attempted a 'capital accounting' view of the overall economic, social and environmental value of the public parks and green space. The study identified a cost/benefit return of £34:1 on parks and that Sheffield's parks have a combined asset value of around £1.2 billion (based on the contribution of parks to the asset value of residential property).
- In Sheffield, the public are vocal and active in their support for parks. This is then reflected in the postbags and priorities of the city's councillors and MPs. There is a consensus across the political parties on the importance of parks and the need to sustain and invest in them for current and future generations.

- However, the city council is sole investor in the day to day running costs of our parks. Despite the brilliant work of volunteers and friends groups across the city, the council's resources are vital to the future upkeep and development of the city's green spaces. The council's budget has faced unprecedented cuts over recent years with continuing and growing pressures in the years to come.
- The council's Parks and Countryside (P&C) budget has had to shoulder a share of the cuts, whilst attempting to protect core funding and basic service standards. In the last 5 years, the P&C budget has faced a 30% reduction which has been offset as far as possible by protecting frontline staff numbers and increasing income alongside management savings. The current net spend on parks by the council is c. £3m (excluding public realm/housing and woodlands)).
- Customer feedback shows there is an increase in public satisfaction with the general quality of Sheffield's Parks and Green Spaces, and there is now a significant amount of academic research to support the link between good quality Green Space and improved Health and Wellbeing. However, there is also an increase in the number of sites that require significant investment to achieve and maintain the Sheffield Standard Assessment.

1.2 Proposal

- The purpose of this report is to set out an investment proposal for our green spaces for the next five years that seeks to sustain and improve them, especially in the city's areas of greatest health inequality where the health benefits of parks are the greatest.
- How the Council uses its land and property assets has a vital role in supporting the changes and developments that communities want to see across the city's green spaces, through providing spaces for businesses and local groups to develop and thrive, making land and property available for new homes or businesses; or disposing of low recreational value land or property to generate new income.
- Therefore, there is an opportunity to make a change that demonstrates both ambition and showcases the possibilities for Parks and Countryside across the City. We want to use our assets to enable positive social and economic outcomes whilst delivering a better service. It is therefore essential that assets within the Parks and Countryside Service are managed strategically.
- In delivering the Building Better Parks Strategy, we will be aligning to the Corporate Land and Property Plan principles, in that we recognise that each land and property asset within the Parks and

Countryside Service Portfolio is potentially unique, diverse and we will be putting in place a robust assessment criteria and checklist for each proposal. Our approach, therefore, needs to be flexible.

- Our parks will need to maximise investment and optimise income if they are to navigate the council's continuing budget pressures. The overall approach to investment in our parks will be based on the following key proposals to generate new investment for parks and green spaces for the period 2018 – 2023.
 - £900k S106 (secured).
 - £2.0m Public Health Funding 2018-2023, which includes an amount of £800k already committed for 2018/19 and 2019/20 plus a further £1.2m commitment for the three years from 2020-2023. (subject to budget approval).
 - £3.1m from HLF for Sheffield General Cemetery (secured – with requirement for agreed match funding from SCC).
 - £900k New capital grants to organisations such as HLF and sport governing bodies (or similar) (prospective).
 - Grow Revenue Income: £1m other revenue investment from this and other projects. This revenue income target is a best estimate of the amount that can be generated within the service from growing income in areas such as new sponsorships / income from cafes and concessions / ancillary offers such as adventure play facilities.
 - Any additional revenue income would form part of the overall budget process, and would therefore be subject to both Corporate Finance and Member approval.

1.21 Grow Revenue Income

- The Parks and Countryside Service already generates c. £1.8m revenue income from a combination of sponsorship, leases, car parking income and fees and charges. We do not propose a step change in the 'commercialisation' of our parks given that maintaining the balance between peace and tranquillity and income generating activity is vital. However, we will selectively seek out and secure appropriate increases in income; for example more and better catering opportunities; increased social value initiatives through complementary sponsorship and new franchises and activities/events. It is estimated that an additional £1m revenue will be generated over the coming 5 years and this will be reinvested to protect the service from further cuts in core council funding and to improve services.
- The proposal will increase income from commercial lettings as part of its income growth strategy with the intention of attracting local, regional and national investors to the city which, in turn, will contribute to easing budgetary pressures by reducing the Council's overall costs for delivering the Parks and Countryside

Service.

1.22 Partnership and Volunteering

- The P&C Service has a proud record of working with local people; sports clubs; friends groups, trusts and many others. These relationships range from simply working together on a maintenance project through to leases and joint funding, such as the recently opened skate park in Grenoside. The council enjoys positive relationships with parks friends groups across the city and many of these groups now work together as a single forum, sharing expertise and ideas and seeking funding. In particular the forum is working with the council to attempt to address the disparity in resources faced by friends groups in the more disadvantaged parts of the city.
- At the same time, the council is constantly seeking new partners to invest and/or operate services resulting in greater quality and participation. There are many examples of this including Handsworth Sporting Club at Oliver's Mount, Hillsborough Sports Association in Hillsborough Park, management agreements with Sheffield Wildlife Trust and most recently capital investment from the Lawn Tennis Association in parks' tennis and the introduction of a specialist operator who now runs low cost tennis participation and coaching programmes as a concession arrangement bringing income into the city.
- Whilst much has already been done, the financial pressures on the council are such that more partnerships will be needed in future to build as the council is required increasingly to focus on core maintenance.
- However, all partnerships must be guided by the following principles:-
 - Affordable public access.
 - Addressing inequalities and promoting activity and participation in our most deprived communities.
 - The council maintaining policy and asset control.
 - Improving quality across all our facilities – in all areas of the city.
 - Seeking and supporting partnerships that are aligned with the council's priorities and values.
 - Ensuring potential partners are viable and sustainable.

1.2.3 Reinvestment Criteria (Leases and Licences)

- The Council's P&C Service manages over 500 greenspaces in the city. The demand for these spaces and the facilities within them is constantly changing. Some assets remain vital such as footpaths, play facilities and natural features such as woodland. However,

over time, other aspects of our parks become under-utilised or unsustainable or indeed new uses become more relevant. Whilst the council proposes changes of use only rarely, such changes can improve the use of the park and/or provide a source of new investment for improving the park or the wider parks service.

- Therefore common sense dictates that changes that lead to improvement and/or reinvestment should be considered by the council as part of its wider approach to parks investment. However, this should be done within a transparent and rigorous framework and in line with the council's wider Asset Management Strategy, following the Reinvestment Decision Making Process and include an evidence based assessment of each proposal. (See Appendix 1 and Appendix 2)

2. HOW DOES THIS DECISION CONTRIBUTE?

(Explain how this proposal will contribute to the ambitions within the Corporate Plan and what it will mean for people who live, work, learn in or visit the City. For example, does it increase or reduce inequalities and is the decision inclusive?; does it have an impact on climate change?; does it improve the customer experience?; is there an economic impact?)

- 2.1 The Building Better Parks Strategy contributes to the Sheffield City Council Corporate Plans' ambitions for a strong economy, thriving neighbourhoods and communities and better health and wellbeing.

3. HAS THERE BEEN ANY CONSULTATION?

(Refer to the Consultation Principles and Involvement Guide. Indicate whether the Council is required to consult on the proposal, and provide details of any consultation activities undertaken and their outcomes.)

3.1 Consultation

- The Parks & Countryside's Senior Management Team have undertaken a mapping exercise to identify existing stakeholder groups. Parks and Countryside have voluntarily carried out an informal consultation with the Friends of Groups at a recent Parks Forum meeting and feedback welcomed. These groups are volunteers who work in partnership with our service to raise the profile of sites, carry out fund raising, hold community events, and encourage volunteers (not limited to). Attendees of the forum supported the proposals and positive verbal feedback was noted.
- There has been a positive response through consultation with Friends Groups, existing park café owners and activity operators.
- Further Internal consultation across the Council has been undertaken with our portfolio Cabinet Member Mary Lea and her Working Policy Group, Procurement, Corporate Property,

Business Sheffield, Planning & Development Services, Legal Services, Licensing, Place Leadership Team and the Labour Group.

- Further consultation will be undertaken on a site by site basis as required as proposals are received.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality of Opportunity Implications

4.1.1 An Equality Impact Assessment (EIA) has been completed. Overall there are no significant differential, positive or negative equality impacts arising from this proposal.

4.2 Financial/Commercial Implications

4.2.1 The income generated by the Building Better Parks Strategy will be the Parks and Countryside Service's reinvestment proposal for our green spaces over the next five years and will seek to sustain, improve and protect the service from further cuts in core council funding. Any capital receipts will continue to be deposited in the council's Growth & Investment fund, thus contributing to the wider council budget.

4.2.2 The purpose of this paper is to set out the strategy for the development of Parks. Specific proposals to deliver the strategy will be subject to further decision making in accordance with the Leader's Scheme of Delegation, and the specific financial and commercial implications will be considered fully at that time.

4.2.3 Any Procurement that arises from the delivery of the Strategy will comply with the relevant EU and UK procurement law and the Council's own standing orders.

4.3 Legal Implications

4.3.1

Local authorities have a number of different statutory powers in relation to parks and green spaces, including the Local Government (Miscellaneous Provisions) Act 1976, which gives wide powers to provide recreational facilities. The 1976 Act also permits the Council to make recreational facilities available for use by such persons as the authority thinks fit either without charge or on payment of such charges as the authority thinks fit, which includes:

(a) indoor facilities consisting of sports centres, swimming pools, skating rinks, tennis, squash and badminton courts, bowling centres,

dance studios and riding schools; .
(b) outdoor facilities consisting of pitches for team games, athletics grounds, swimming pools, tennis courts, cycle tracks, golf courses, bowling greens, riding schools, camp sites and facilities for gliding; .
(c) facilities for boating and water ski-ing on inland and coastal waters and for fishing in such waters;
(d) premises for the use of clubs or societies having athletic, social or recreational objects;
(e) staff, including instructors, in connection with any such facilities or premises as are mentioned in the preceding paragraphs and in connection with any other recreational facilities provided by the authority;
(f) such facilities in connection with any other recreational facilities as the authority considers it appropriate to provide including, without prejudice to the generality of the preceding provisions of this paragraph, facilities by way of parking spaces and places at which food, drink and tobacco may be bought from the authority or another person.

4.3.2 Subject to advice from the Chief Property Officer, potential lease agreements will be a mixture of one year licence agreements to long term leases depending on investment. These agreements will be submitted to the Council's Legal Services to complete the relevant documentation and any charitable sites proposals, not subject to the Council's powers as Charity Trustee, will be submitted to the charity commission via a scheme.

4.3.3 There are no direct legal implications arising from this report. The implementation of any of the proposals arising from implementation of the Strategy may be subject to further decision making in accordance with the Leader's Scheme of Delegation, and the legal implications will be considered fully at that time.

4.4 Other Implications
(Refer to the Executive decision making guidance and provide details of all relevant implications, e.g. HR, property, public health).

4.4.1 Property Implications:

All proposals for lease and partnership arrangements will be developed with input from Property Services.

4.4.2 Human Resources

No Human Resources Implications.

5. ALTERNATIVE OPTIONS CONSIDERED

(Outline any alternative options which were considered but rejected in the course of developing the proposal.)

- 5.1 The alternative option would be to do nothing. This would impact on the opportunity of investment, potential revenue income and improving the customer experience within Parks and Open Spaces. This would also lead to a significant decrease in public satisfaction with the general quality of Sheffield's Parks and Green Spaces and will affect the opportunity for Sheffield's Parks to be a major contributory factor to people's health, providing places that bring people together and act as the focus for community activity. It will also have a negative effect on the look and feel of an area, making it a less attractive place to live, work, invest or study.

6. REASONS FOR RECOMMENDATIONS

(Explain why this is the preferred option and outline the intended outcomes.)

- This preferred option means that the Parks and Countryside Service can develop a new strategic approach which will deliver investment proposals for our green spaces for the next five years. The Strategy will seek to sustain and improve our green spaces, especially in the city's areas of greatest health inequality.
- The preferred option will improve facilities; allow Parks and Countryside to engage with new business partners to secure new business opportunities, generate much needed income to sustain the Service whilst also securing investment for underutilised land and property, all subject to Legal Services, Corporate Property, Procurement, Business Sheffield, Licensing and Planning guidance.
- There is an opportunity to make a change that demonstrates both ambition and showcases the possibilities for Parks and Countryside land and property.
- There is an opportunity to encourage organisations to exercise their social value, through sponsorship, by investing in under-utilised parks by providing new assets. Private and Third Sector organisations will be invited to further generate income through the sponsorship of existing assets.
- We also want to use our assets to enable positive social and economic outcomes whilst delivering a better service. It is therefore essential that the Parks and Countryside Service adopts a strategic approach to the management of its assets

Appendix 1:

Decision Making Process

Stage 1:

Assess proposal against Reinvestment Assessment Criteria

Stage 2:

Consultation with key stakeholders: Local Councillors, Friends Groups, Sports Clubs, Park Users and the wider community

Stage 3

Discuss with SCC Property Services, Planning and Legal Services and undertake further work to establish the realistic potential and options.

Stage 4:

Authority to Progress: Agree with Parks and Countryside Senior Management Team / Cabinet Member/Members

Stage 5:

Property Services to formally inform Members, Parish Councils and other consultees of intended proposal

Stage 6:

No objections from Members/Parish Councils or other consultees. Proceed under delegated powers of the Head of Parks and Countryside Service or Head of Property Services or Cabinet Approval.

Note: To proceed under the appropriate and relevant scheme of delegation

Appendix 2

Assessment Criteria

1. Will the proposal have recreational or non-recreational benefits? If the benefits are non-recreational, do they still benefit the wider goals of the park (for example, a broader leisure use which is generally sympathetic to the park and its users)?
2. Is the site charitable – if so, any change must benefit the park (charity) directly and contribute to the park's charitable objectives. Consultation with the Charity Commission may also be required.
3. Do the benefits to the park outweigh any potential loss of green space and if so, how? If not, does sharing the benefit amongst other parks outweigh the loss of space?
4. Is the site a designated Field in Trust, Statutory Allotment or Village Green?
5. How much other public open space is there in the area? Has the open space assessment data been reviewed? If there is insufficient open space, then the presumption will be against the loss of any further space
6. Has any consultation been carried out with key stakeholders, including, for instance, local councillors, parks friends groups, sports clubs, park users and the wider community?
7. Are there any equalities issues resulting from the proposed change i.e. are any particular groups disproportionately advantaged or disadvantaged? An Equality Impact Assessment should be carried out.
8. How does the proposal fit with the wider policies for parks and other council policies such as the Corporate Asset Management Plan, Public Health Policy and Safeguarding principles?
9. Have relevant council departments been consulted to ensure a holistic approach is being considered for the green space?
10. Is there a better alternative proposal that would offer greater benefit and/or is maintaining the status quo the best option?
11. Are special conditions required for inclusion in the lease / licence that restrict or encourage particular usage of the space?
12. Each proposal will require a business case in terms of resources needed and future sustainability.



Report to Economic and Environmental Wellbeing Scrutiny Committee Wednesday 20th March 2019

Subject: Call in of decision on “Parking fees and charges”

Author of Report: Deborah Glen, Policy & Improvement Officer
0114 2735065, deborah.glen@sheffield.gov.uk

Type of item: The report author should tick the appropriate box

Reviewing of existing policy	
Informing the development of new policy	
Statutory consultation	
Performance / budget monitoring report	
Cabinet request for scrutiny	
Full Council request for scrutiny	
Community Assembly request for scrutiny	
Call-in of Cabinet Member’s decision	X
Briefing paper for the Scrutiny Committee	
Other	

1.0 Background

1.1 On the 5th March 2019, the Cabinet Member for Environment and Transport took the following decision:

Decision:

i) No changes to the pay & display tariffs in the parking zones outside the city centre are made;

(ii) City Centre Zone Pay and Display tariffs are increased, as detailed in Appendix A of the report, and that these are implemented as soon as practicable;

(iii) changes to the permit pricing structure, as detailed in Appendix B of this report be approved and be implemented from 1 April 2019;

(iv) the changes to the type of vehicle that are eligible for a ‘Green’ permit, as detailed in Appendix C of the report, be approved and be implemented from 1 April 2019;

(v) changes to the dispensation and bay suspension charges, as detailed in the report, be approved and be implemented from 1 April 2019; and

(vi) authority be delegated to the Director of City Growth, 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).

- 1.2 The Call-In notice is attached to this report as Appendix 1. Additional documents for this item include Appendix 2, Individual Cabinet Member Decision Record and Appendix 3, the original report of Executive Director, Place, to the Cabinet Member for Environment and Transport.
- 1.3 As per Part 4, section 16 of Sheffield City Council's Constitution, this decision has been called in, preventing implementation of the decision until it has been considered by this Scrutiny Committee.
- 1.4 The Call-In notice states that the reasons for the Call-in are:
"To examine the predicted environmental, financial, commercial and retail impacts of the proposals in the report".

The lead signatory is Councillor Ian Auckland, with co-signatories being Councillors Penny Baker, Gail Smith, Vickie Priestley and Martin Smith.

2.0 The Scrutiny Committee is being asked to:

- 2.1 As per the Scrutiny Procedure rules, scrutinise the decision and take one of the following courses of action:
 - (a) refer the decision back to the decision making body or individual for reconsideration in the light of recommendations from the Committee;
 - (b) request that the decision be deferred until the Scrutiny Committee has considered relevant issues and made recommendations to the Executive;
 - (c) take no action in relation to the called-in decision but consider whether issues arising from the call-in need to be fed back to the decision maker or added to the work programme of an existing Scrutiny Committee;
 - (d) if, but only if (having taken the advice of the Monitoring Officer and/or the Chief Finance Officer), the Committee determines that the decision is wholly or partly outside the Budget and Policy Framework, refer the matter, with any recommendations, to the Council after following the procedures in the Budget and Policy Framework Procedure Rules

(If a Scrutiny Committee decides on (a), (b) or (d) as its course of action, there is a continuing bar on implementing the decision).

- 2.2 The Scrutiny Procedure rules state that if a decision is referred back, it is referred back to the individual or body that made the decision. In this case the decision maker is the Cabinet Member for Environment and Transport.

Background Papers

- Appendix 1 - Call in notice dated 5/3/19
- Appendix 2 - Individual Cabinet Member Decision Record dated 5/3/19
- Appendix 3 - Report of Executive Director, Place to Cabinet Member for Environment and Transport, dated 20/2/19

Category of Report: OPEN

SHEFFIELD CITY COUNCIL

CALL-IN PROCESS FOR EXECUTIVE DECISIONS

I IAN AUCKLAND..... (Name of Member in Block Capitals)

under the provision of Scrutiny Procedure Rule 16, wish to call-in Item No.

relating to PARKING FEES AND CHARGES.....

of the meeting of INDIVIDUAL CABINET MEMBER DECISION.....(meeting title)

on 05-03-2019..... (date) for consideration by the

Economic and Environmental Wellbeing.....^{and policy development} Scrutiny Committee.

The relevant Scrutiny Committee will be indicated on the Checklist within the report relating to this matter.

Reason for Call-In

To Examine the predicted Environmental, Financial, Commercial and Retail Impacts of the proposals in the Report.

Signed [Signature]..... Date 06/03/2019.....

I have obtained the following signatures of the other Members who wish to call-in this item:-

Name (in Block Capitals)	Signature
1. <u>PENNY BAKER</u>	<u>[Signature: Penny Baker]</u>
2. <u>GAIL SMITH</u>	<u>[Signature: Gail Smith]</u>
3. <u>VICKIE PRIESTLEY</u>	<u>[Signature: V. Priestley]</u>
4. <u>MARTIN SMITH</u>	<u>[Signature: M. Smith]</u>

(NOTE: Scrutiny Procedure Rule 16 requires five Members, including two from the appropriate Scrutiny Committee to 'call-in' an Executive decision for scrutiny. This can be done **up to 4 working days after the decision publication.**

The five signatures required for the call-in process must be submitted by the deadline date, but need not all be on one form.

**Completed forms to be returned to the
Head of Democratic Services (Room G13/14, Town Hall),
by the deadline referred to above.**

**The request will be logged and forwarded to Policy and Improvement Team
for action.**

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SHEFFIELD CITY COUNCIL

INDIVIDUAL CABINET MEMBER DECISION RECORD

The following decision was taken on 05 March 2019 by the Cabinet Member for Environment and Transport.

Date notified to all members: Tuesday 5 March 2019

The end of the call-in period is 4:00 pm on Monday 11 March 2019

Unless called-in, the decision can be implemented from Tuesday 12 March 2019

1. **TITLE**

Parking Fees and Charges

2. **DECISION TAKEN**

(i) No changes to the pay & display tariffs in the parking zones outside the city centre are made;

(ii) City Centre Zone Pay and Display tariffs are increased, as detailed in Appendix A of the report, and that these are implemented as soon as practicable;

(iii) changes to the permit pricing structure, as detailed in Appendix B of this report be approved and be implemented from 1 April 2019;

(iv) the changes to the type of vehicle that are eligible for a 'Green' permit, as detailed in Appendix C of the report, be approved and be implemented from 1 April 2019;

(v) changes to the dispensation and bay suspension charges, as detailed in the report, be approved and be implemented from 1 April 2019; and

(vi) authority be delegated to the Director of City Growth, 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).

3. **Reasons For Decision**

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

4. **Alternatives Considered And Rejected**

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.

The Council could make higher and more widespread increases in tariffs, but, with the information available, these are not thought to be appropriate.

The Council could reduce the amount of permits allowed at each residential property to restrict demand. This general approach could have a disproportionate affect 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 early 2019.

5. **Any Interest Declared or Dispensation Granted**

None

6. **Respective Director Responsible for Implementation**

Executive Director, Place

7. **Relevant Scrutiny Committee If Decision Called In**

Economic and Environmental Wellbeing Scrutiny Committee



Author/Lead Officer of Report: Ben Brailsford,
Parking Services Manager

Tel: 0114 2053006

Report of: Executive Director, Place
Report to: Councillor Lewis Dagnall, Cabinet Member for
Environment and Transport
Date of Decision: 5 March 2019
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? Environment and Transport				
Which Scrutiny and Policy Development Committee does this relate to? Economic and Environmental Wellbeing Scrutiny and Policy Development 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? 396 and 397				
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 in the City Centre. The proposed changes will help to better manage parking demand and contribute to wider traffic management and environmental objectives.

Recommendations:

It is therefore recommended that:

- No changes to the pay & display tariffs in the parking zones outside the city centre are made.
- 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 1 April 2019.
- The changes to the type of vehicle that are eligible for a 'Green' permit, as detailed in Appendix C, be approved and be implemented from 1 April 2019.
- Changes to the dispensation and bay suspension charges, as detailed in this report, be approved and be implemented from 1 April 2019.
- 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).

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: Chloe Parker
		Legal: Brendan Twomey / 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:	Laraine Manley
3	Cabinet Member consulted:	Councillor Lewis Dagnall
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 (s) Name: Ben Brailsford Tom Finnegan-Smith	Job Title: Parking Services Manager Head of Strategic Transport and Infrastructure
Date: 20 February 2019	

1.0 **Background**

- 1.1 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.
- 1.2 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.
- 1.3 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.
- 1.4 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.
- 1.5 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 kerbspace for those who need it most, including disabled badge holders, deliveries, taxis, etc.

1.6 **City Centre Parking Tariffs**

- 1.6.1 The City Centre Parking Zone is split into 3 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 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.
- 1.6.2 Sheffield City Council manages 788 off street spaces and 1500 on street spaces in the city centre. Private parking operators manage over 8500 spaces in the city centre.
- 1.6.3 The current parking tariffs in the city centre were introduced in **April 2013** and haven't been increased since. This means that in real terms the cost of parking in the City Centre have become 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 14% higher (based on RPI) now than in 2013.
- 1.6.4 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 The High Cost of Free Parking (Donald C Shoup)

- 1.6.5 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>
- 1.6.6 The Council is currently investing in new pay and display parking machines across the City, the installation of which is due to be complete in February 2018. This will provide a greater range of payment options for drivers, notably contactless payment, in addition to existing cash and the increasingly popular 'Pay by Phone' options.
- 1.6.7 In addition, this new range of P&D machines will capture a greater amount of information on the transactions processed. This in conjunction with data from Pay by Phone, and additional parking surveys where required, will enable officers to analyse at a much finer street level those areas of the City Centre where demand is at its greatest and those areas where it is lower than expected. In line with the Parking Strategy the intention is that demand would be reviewed on at least an annual basis and future charging structures would be more dynamic to influence driver choice. However, given the current availability of data it is not expected that the assessment will be complete before January 2020.
- 1.7 **Parking Permits**
- 1.7.1 Permit Parking Zones 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.
- 1.7.2 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.
- 1.7.3 Criteria for managing traffic include 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 £36 and the second being double that cost at £72.
- 1.7.4 The permit pricing structure put in place in **2012 has not increased in line with inflation**, meaning the price of permits has got cheaper in real terms over the last 7 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.

1.7.5 In 2018 the number of resident's permits in circulation in the Peripheral Parking Zones has increased by an average of 19% since 2012. The Council receives a number of complaints from residents in the Peripheral Parking Zones (PPZ) where the demand for on-street space is high. Parking tariffs for pay & display in the PPZs were increased in September 2017 to help improve turnover on pay and display, but since then residents have continued to raise issues with capacity and the availability of parking with the Council.

1.8 **Bay suspensions and dispensations**

1.8.1 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.

1.8.2 Occasionally people may also need to request a dispensation to park in contravention of 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.

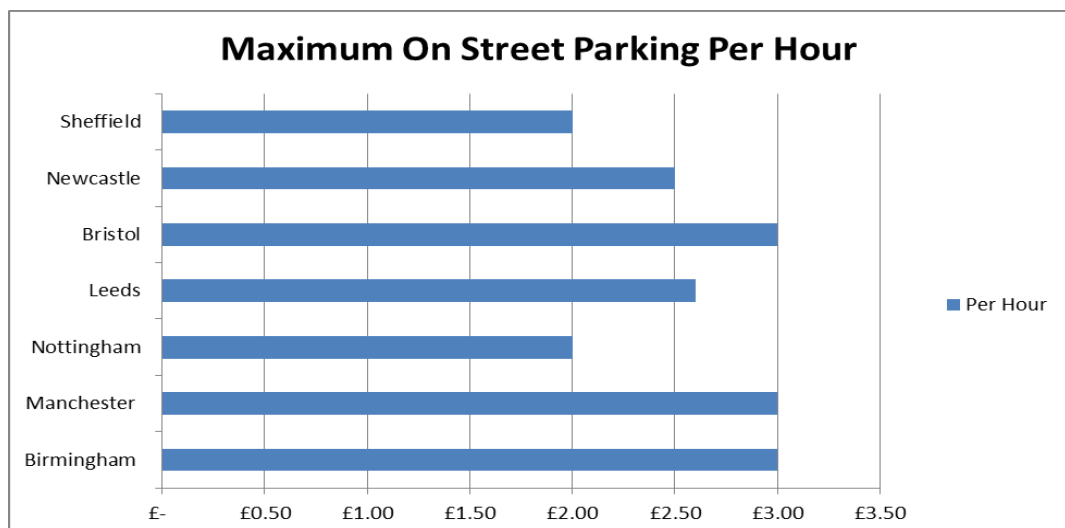
1.8.3 In both of these situations a charge is attributed to suspending the bay or issuing a dispensation. The charge should be set to encourage the person applying only to apply for the number of bays required and not to apply for longer than needed. The aim is to minimise the number of bays suspended, 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.

2. **Proposal**

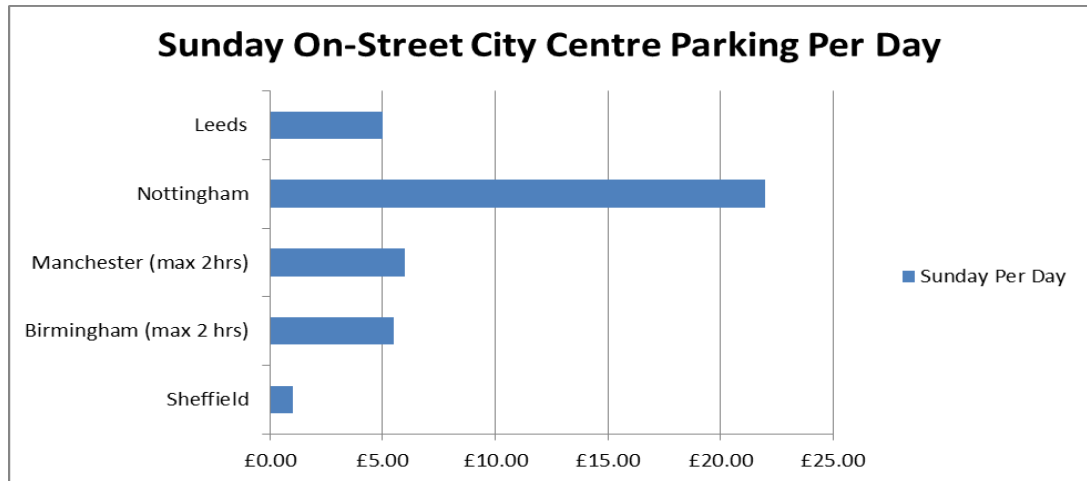
2.1 **City Centre Pay and Display Tariffs:**

2.1.1 **On-Street**

2.1.2 **Benchmarks** - Comparisons (correct at October 18) with other core cities such as Leeds, Manchester, Nottingham and Newcastle have shown that on-street charges in the city centres highest demand areas currently range from £2-£3 per hour.



- 2.1.3 Some cities offer discounted parking in the evening. Leeds charge £3 to park between 6pm and 8pm. In Sheffield this will be £2 from 4.30pm to 8.30pm
- 2.1.4 Manchester and Birmingham charge the same for parking on a Sunday as they do Monday to Saturday. All core cities charge significantly more than Sheffield for Sunday parking. Leeds is the next lowest tariff at £5 for all day parking on a Sunday.

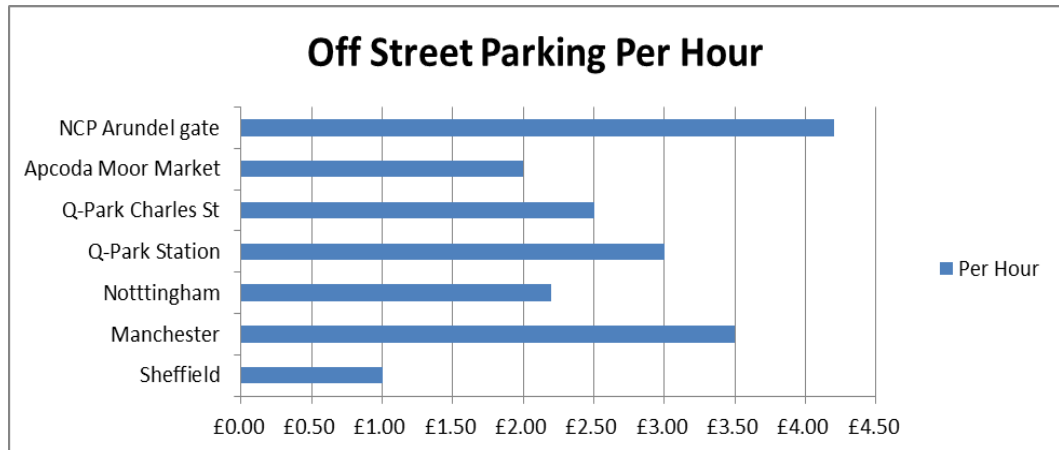


- 2.1.5 **Tariff Recommendations** - It is recommended that the current tariffs are increased by 30p Monday to Saturday, 08.00-20.30.
- 2.1.6 Between 16.30-20.30 there are currently 3 different tariffs offered which can be confusing to motorists, so these will be standardised to £1.30 for 1 hour, or £2 for up to 4 hours. As charging hours finish at 20.30 this means motorists visiting the evening economy in the city centre can effectively park their vehicle from 16.30 until 08.00 the following day for £2.
- 2.1.7 On Sunday the all-day parking charge will increase to £2.
- 2.1.8 All Day parking charges in Zone 3 increase from £5 to £6.50
- 2.1.9 The tariffs are set out in appendix A
- 2.1.10 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.
- 2.1.11 Based on 2016 parking surveys, any volume reductions arising parking tariffs in the City Centre, from the price increases should restrain weekday demand for kerbside parking to under 80% of available supply throughout the city centre, within most areas of the city centre lying in the optimal 60%-80% range (figures based on a neutral-month). This will make the city centre more accessible by helping improve the availability of kerbside parking, whilst also minimising traffic circulating for spaces.

2.1.12 Further work will be required subsequently to enable charges to be better refined, so as to better spread and manage demand, to reflect changes in parking supply and land use, and to better manage demand on evenings and on weekends (where issues of over-occupancy are at their worst)

2.2 Off Street

2.2.1 **Benchmarks** - Comparisons show that Sheffield City Council's hourly off street parking charges are significantly cheaper than other core cities prices, and private operators in Sheffield City Centre. Prices correct as of Oct 2018.



2.2.2 All day charges are also significantly more expensive in private operators car parks, with a range for between £15 and £22.30 in private multi stories, compared to the recommended price of £6.50 in Council car parks.

2.2.3 **Tariff Recommendations** - It is recommended that Monday to Saturday, between 08.00-20.30 that the hourly tariffs are increased by 30p.

2.2.4 The all-day tariff for short stay car parks will increase by £1, and all day tariffs in long stay by £1.50.

2.2.5 Monday to Friday between 16.30-20.30 the tariff will change to £2, or £1.30 for 1 hour.

2.2.6 The Sunday tariff will increase to £2 all day.

2.2.7 The tariff is set out in appendix A

2.3 Parks off street car parks

2.3.1 A further report will be submitted detailing recommendations for fees and charges in Park's car parks.

2.4 Permit Recommendations

- 2.4.1 The permit pricing structure put in place in **2012** has not increased in line with inflation (RPI), meaning the price of permits has got cheaper in real terms over the last 7 years.
- 2.4.2 It's recommended that charges are increased in all permit categories, except for Green Permits and Residential Carers Permits (as shown in Appendix B).
- 2.4.3 For Residents Permits the existing approach of higher permit charges for a second vehicle at the same address will be maintained in order to manage demand for on-street parking and encourage drivers to consider alternative and more sustainable modes of travel. The annual price of a first Residents Permit will be £46.80 and a second permit £93.60.
- 2.4.4 For residential carers, the council wants to support the most vulnerable in our city. It's recommended that this permit is supplied free of charge so that residents requiring carers visits aren't prevented due to cost.
- 2.4.5 For Green Permits, the current criteria allows lower emission vehicles such as electric, LPG and dual-fuelled vehicles (for example electric-petrol hybrids). This criteria will be changed (see Appendix C). Only vehicles designated as Ultra Low Emission Vehicles (ULEV) will be able to apply for permits. An ULEV is any electric or hybrid vehicle that emits less than 75g of carbon dioxide (CO₂) per kilometre travelled, with a capability of travelling a minimum range of 10 miles with zero CO₂ emissions. This criteria will be put in place from 1 April 2019. Vehicles who currently have a Green Permit, but who don't meet the new criteria, will be allowed to use their existing permit until their renewal date. The reason for the change is to support the City's Clean Air ambitions.
- 2.4.6 To further incentivise people to switch to a ULEV vehicle, the Green Permit will now be issued free of charge (current price £100). The new Green Permit will be able to be used in all council on and off street pay and display bays, in the city centre. This could save a motorist over £1200 per year if they switch to a ULEV vehicle and currently pay to park in a council off street car park all day for 5 days a week.
- 2.4.7 50% discounts on permit prices for vehicles with category A & B CO₂ emissions will also be removed. Such small incentives (£18 per year for 1st Resident Permit) haven't had any discernible effect on encouraging motorists to choose low CO₂ emission vehicles when purchasing new cars. Between 2013 to 2017 the number of cars applying for the CO₂ discount has only increased by 1.8% and therefore don't contribute to the clean air ambitions for Sheffield.

2.5 Dispensations and Bay Suspensions

- 2.5.1 The pricing for parking bay suspensions and dispensations hasn't been updated since 2013.

- 2.5.2 Benchmarking has shown that Sheffield's pricing is significantly cheaper than all the core cities, and the other South Yorkshire towns. Given the comparatively low charges in Sheffield, in order to ensure that applicants carefully plan and manage their activity to minimise the length of time and number of bays that are suspended, it is proposed to increase the fees that we currently charge.
- 2.5.3 Core city prices for bay suspensions vary from £15 per bay per day (Newcastle) to £36 (Birmingham). Rotherham's charges are £15 per bay, Doncaster's are £20 per bay.
- 2.5.4 Core city prices for dispensations vary from £12 per vehicle per day (Newcastle) to £30 (Manchester). Rotherham's charges are £15 per vehicle per day, Doncaster's are £20 per vehicle per day.
- 2.5.5 It is recommended that the daily bay suspension fees for city centre on street bays increase from £10 to £15, and on street bays outside the city centre increase from £3 to £5. The administration fee will increase from £20 per application to £25.
- 2.5.6 It is recommended that the parking dispensation fee, which applies across the whole city, increases from £10 to £15 per vehicle per day. The administration fee will increase from £20 per application to £25
- 2.6 **Enforcement**
- 2.6.1 In order to ensure that sufficient enforcement can be undertaken within our PPZ's and areas of high demand it is recommended that **three additional full time Civil Enforcement Officers** are employed to improve the enforcement capability.
- 2.7 **Delegated Authority to amend Parking Fees**
- 2.7.1 The Parking Strategy sets 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>
- 2.7.2 In order to facilitate the need for fee changes in line with demand requirements, it's recommended 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 & 1% from the date they were last increased

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.
- 3.2 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. 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 tariff changes, 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.
- 4.2 The change to the eligibility criteria associated with the proposed Green Permit will necessitate a change to the prevailing Traffic Regulation Order (TRO). The proposed change to the order will be published in the local newspaper in accordance with legal requirements and copies of the notice will also be posted on-street in the vicinity of the parking bays affected. Any objections to the proposed change which are received shall be referred to the Cabinet Member.

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. It is considered that the proposals comply with this duty as overall there are no significant differential equality impacts, positive or negative, from their implementation."
- 5.2 EIA 396 - Increase in car parking fees for on/off street parking
Overall there are no significant differential, positive or negative, equality impacts from this proposal. .

- 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 **EIA 397 - Parking Permit charges**
Overall there are no significant differential, positive or negative, equality impacts from this proposal. There is a potential disproportionate impact on the BME community due to the areas the permit parking zones are in. There is a positive impact for residential carers due to the removal of the charge for residential carers permits, which were previously £10.

6 Financial and Commercial implications

- 6.1 Any costs of making the necessary changes to tariffs will be met from the parking services budget and it is anticipated that increased income from the tariff changes will cover any associated costs.
- 6.2 The cost of employing three additional Civil Enforcement Officers will be met from any additional surplus generated by the pay and display and permit tariff change.

7 Legal implications

- 7.1 Under section 35 of the Road Traffic Regulation Act 1984 (“the Act”) Local Authority’s may provide off street parking places and charge for the use of them. Further under section 45 of the Act, Local Authority’s may designate parking places on a highway and charge for the use of them including the issuing of parking permits. In addition a Local Authority under regulations 3 and 4 of the Local Authority (Transport Charges) Regulations 1998, where it has designated a parking place under section 45, may upon request suspend the parking place and charge for the provision of this service. Also under the 1998 Regulations, where a Local Authority 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 Local Authority to decide the appropriate charge and should have regard to the cost to them of providing the service but is not bound to set the charges at cost recovery only. The Council therefore has the authority 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 the dispensation of parking restrictions. It therefore has the authority to make the proposed amendments to those charges as detailed in this report.

- 7.2 Section 122 of the Act imposes a general duty on Local Authorities to exercise their 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 a Local Authority 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.
- 7.3 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 services provided under the Act 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 the service. 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.
- 7.4 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.

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

7.5 Under the Leader's Scheme of Delegations, where an Individual Cabinet 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 Cabinet or the Leader. The Cabinet Member for 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 Cabinet or the Leader. The Cabinet 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.

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 affect 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 early 2019.

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:

- No changes to the pay & display tariffs in the parking zones outside the city centre are made.
- 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 1 April 2019.
- The changes to the type of vehicle that are eligible for a 'Green' permit, as detailed in Appendix C, be approved and be implemented from 1 April 2019.
- Changes to the dispensation and bay suspension charges, as detailed in this report, be approved and be implemented from 1 April 2019.

- 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).

Appendix A – Recommended City Centre Pay and Display Tariff

On Street

	Current Tariff	Recommended Tariff
Zone	Central Zone 1	Central Zone 1
Tariff	Mon-Sat (0800-2030) £1 per 30 min	Mon-Sat (0800-2030) £1.30 per 30 min
	Mon-Sat (1630-2030) £2 (or £1 for 1 hr)	Mon-Sat (1630-2030) £2 (or £1.30 for 1 hr)
	Sun (0800-2030) £1 all day	Sun (0800-2030) £2 all day
Zone	Central Zone 2	Central Zone 2
Tariff	Mon-Sat (0800-2030) Hourly rate £1	Mon-Sat (0800-2030) Hourly rate £1.30
	Mon-Sat (1630-2030) £1	Mon-Sat (1630-2030) £2 (or £1.30 for 1 hr)
	Sun (0800-2030) £1 all day	Sun (0800-2030) £2 all day
Zone	Central Zone 3	Central Zone 3
Tariff	Mon-Sat (0800-2030) Hourly rate £1 up to £5 for all day	Mon-Sat (0800-2030) Hourly rate £1.30 up to £6.50 for all day
	Mon-Sat (0800-2030) Hourly rate £1 up to £5 for all day	Mon-Sat (1630-2030) £2 (or £1.30 for 1 hr)
	Sun (0800-2030) £1 all day	Sun (0800-2030) £2 all day

Off Street

Current Tariff	Recommended Tariff
Monday to Saturday (0800-2030) £1.00 per hour	Monday to Saturday (0800-2030) £1.30 per hour
(short stay) Up to 6 Hours £4	(short stay) Up to 6 Hours £5
(long stay) All day £5	(long stay) All day £6.50

Sun (0800-2030) £1 all day	Sunday (0800-2030) £2 all day
Monday to Saturday (1630-2030) £2 (or £1 for 1 hr)	Monday to Saturday: (1630-2030) £2 (or £1.30 for 1 hr)
Sunday (0800-2030) £1 All day	Sunday (0800-2030): £2 All Day

Appendix B – Proposed Permit Charges

Permit Type	New price
Carers Permit (Organisation)	£10.00 No increase
Carers Permit (Residential)	Free of Charge
Visitors Books	£16.25
Resident 1st Permit CO2 Discount	Category deleted
Resident 1st Permit Standard	£46.80
Second Permit CO2 Discount	Category deleted
City Centre (Outer) CO2 Discount	Category deleted
Trade Permits	£81.25
Resident 2nd Permit	£93.60
Business 1 st Permit	£93.60
City Centre (Inner) Residents CO2 Discount	Category Deleted
City Centre Outer Standard Price	£130.00
Green Permit	Free of Charge
Utility Permits	£162.50
Business 2 nd Permit Standard	£187.20
City Centre Inner Standard Price	£260.00

Appendix C – Proposed Green Permit eligibility criteria

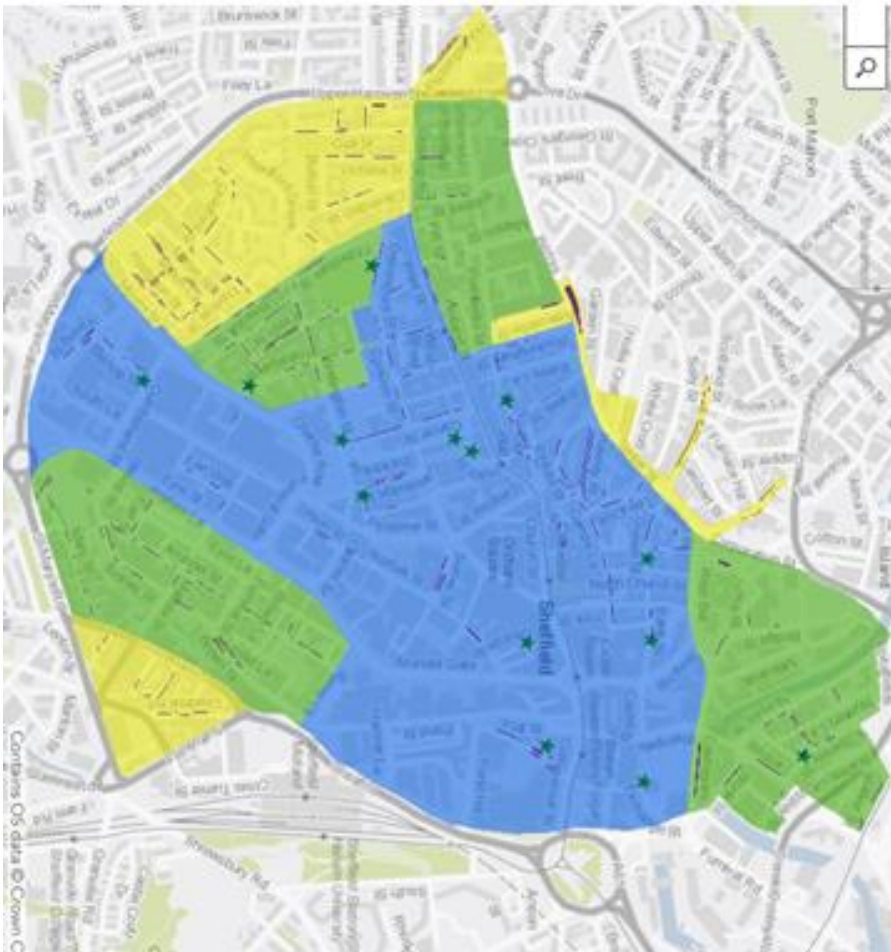
Only vehicles designated as Ultra Low Emission Vehicles (ULEV) will be able to apply for a Green Permit.

An ULEV is any electric or hybrid vehicle that emits less than 75g of carbon dioxide (CO₂) per kilometre travelled, with a capability of travelling a minimum range of 10 miles with zero CO₂ emissions.

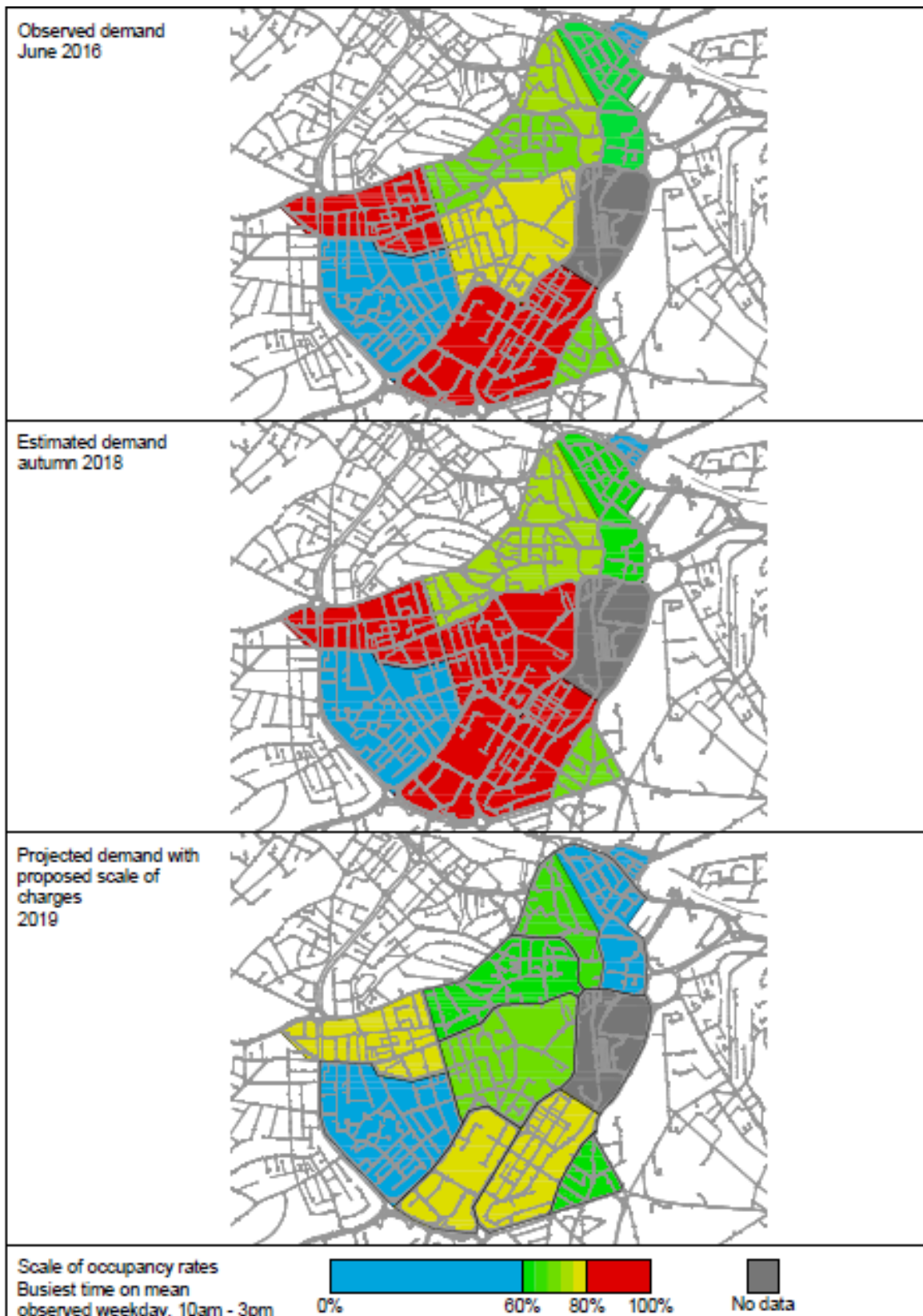
Appendix D – Map of City Centre Parking Zone

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



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