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Manager

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Report of: Executive Director, Place
Report to: Councillor Jack Scott, Cabinet Member for
Transport & Sustainability
Date of Decision: 30 May 2017
Subject: Non-City Centre Parking Developments

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"The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended)."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

Purpose of Report:

This report formalises changes previously announced in August 2016, changing Non-City Centre parking tariffs.

It also recommends further development work being carried out on a range of parking initiatives in order to address parking demand issues.

Recommendations:

Proposed tariff changes set out in this report will help to better manage parking demand in areas and times when demand is demonstrably and dramatically outstripping supply.

It is therefore recommended that:

- The hourly tariff within the Non-City Centre Parking Zone be increased to 70p per hour, with a maximum daily charge of £4.50 where time limits allow;
- In the Highfield Controlled Parking Zone only, tariffs be reduced to a maximum of £2.80 for the full charging period of 8am to 6.30pm in the current 10 hour maximum stay bays and that the 10 hour maximum stay restriction be removed in these bays;
- The free parking period available to motorists in the Non-City Centre Parking Zone be extended to 20 minutes;
- These tariff changes above, which are detailed in Appendix B of this report, be implemented as soon as practicable and these revised pay and display tariffs be kept in place until any future amendment be agreed
- Any increased surplus parking income which may arise from the tariff changes proposed in this report are to be used in developing proposed parking initiatives which will be the subject of further reports; and
- No changes to the city centre tariffs or parks car parks tariffs are made

Background Papers:

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

Appendix A - Parking Research**Appendix B – Proposed Parking Tariff Schedule**

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	Finance: Catherine Murray
		Legal: Paul Bellingham

	completed / EIA completed, where required.	Equalities: Annemarie Johnston
	<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>	
2	EMT member who approved submission:	Laraine Manley
3	Cabinet Member consulted:	Councillor Jack Scott
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Decision Maker by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	Lead Officer Name: <i>Paul Fell</i>	Job Title: <i>Transport Traffic & Parking Services Business Manager</i>
	Date: 18 May 2017	

NON-CITY CENTRE PARKING DEVELOPMENTS

1 **Background**

- 1.1 It is clear from analysis of parking demand that there are areas within the city where demand is very high. In significant parts of the Non-City Centre Parking Zone (NCCPZ) in Broomhall, Broomhill, and Crookesmoor zones and in the Ecclesall Road corridor where demand currently outstrips supply.
- 1.2 Managing the supply of parking and charging for parking are well-established methods of managing demand for parking and are utilised by most local authorities who control on or off street parking. Research on the effectiveness of these measures is cited in Appendix A. This contributes to managing traffic congestion by encouraging more frequent turnover of spaces, which prevents vehicles circulating to look for available spaces, adding to traffic congestion and pollution. It also helps in discouraging over-reliance on car based trips and encourage drivers to consider more sustainable modes of travel, such as walking, cycling and public transport, for at least some of their trips.

2 **Non-City Centre Parking Zone**

- 2.1 The Non-City Centre Parking Zone (NCCPZ) is an area surrounding the city centre which consists of several permit parking zones, some of which have pay and display parking.
- 2.2 The NCCPZ began to be incrementally introduced from 2003, in order to mitigate the detrimental effects of unrestricted commuter / visitor parking in residential areas and district shopping centres. In each area widespread consultation was undertaken in advance.
- 2.3 The Council has several zones within the NCCPZ which have pay and display parking, such as Broomhall, Broomhill, Sharrow, Highfield, Crookesmoor. There is also pay and display parking in Hillsborough and in the Fir Vale area.
- 2.4 There is also pay and display parking in a number of the Council's parks car parks. The tariffs in these car parks are set separately to the NCCPZ parking and are not covered by this report.

3 **Proposal**

- 3.1 This report sets out proposed amendments to pay and display tariffs in the Non-City Centre Peripheral Parking Zones aimed at improving turnover of parking spaces and managing congestion.

- 3.2 The current general hourly tariff in the NCCPZ for on and off street parking is 50p per hour. This tariff has remained unchanged since April 2013.
- It is recommended that the hourly tariff within the NCCPZ be increased to 70p per hour.
- 3.3 There are a limited number of locations within the NCCPZ where long stay parking is permitted. These are in parking bays which have a 10 hour limit. The tariff for these bays is currently a maximum of £4 for up to 10 hours.
- It is recommended that approval be given to lower the 10 hour tariff on bays in the Highfield zone which are affected by low parking occupancy, in order to encourage more drivers to park in the area outside the Inner Ring Road and walk to their eventual destination in the city centre.
 - It is recommended that tariffs be reduced to a maximum of £2.80 for the full charging period of 8am to 6.30pm in the current 10 hour maximum stay bays in Highfield only. It is proposed that the 10 hour restriction be removed in these bays as the length of charging period is only 10.5 hours and the time limit is difficult to enforce.
 - It is recommended that in all other areas of the NCCPZ, the up to 10 hour tariff be increased from its current £4.00 to £4.50
 - All proposed tariff changes are detailed in the tariff schedule in Appendix B of this report.
- 3.4 Drivers parking in the NCCPZ can currently access a free 15 minutes of parking by obtaining a ticket from the machine.
- Representations have been received from local businesses requesting that the free parking period be extended in order to improve passing trade.
 - It is therefore recommended that the free parking period be extended to 20 minutes.
- 3.5 It should be noted that parking legislation requires that an observation period of 10 minutes must be carried out by a Civil Enforcement Officer before a penalty charge notice (PCN) can be issued for overstaying on a paid-for parking session. The free 20 minute period is considered to be a paid-for parking session, so at least 30 minutes would have to elapse after the driver obtained the ticket from the machine, before they would be at risk of receiving a penalty. The proposal to extend the free parking period therefore means that drivers can always access up to 30 minutes of free parking throughout the NCCPZ.

- 3.6 It is proposed that these tariff changes above be implemented as soon as practicable.
- 3.7 No changes to city centre tariffs are proposed.
- 3.8 No changes to tariffs in parks are proposed
- 3.9 Any additional surplus parking income which arises from these proposals is to be spent on developing parking initiatives, which will be the subject of further reports.

4 **How does this decision contribute?**

- 4.1 The operation of on and off street parking spaces, the management of parking through the introduction of parking restrictions and use of parking permits contribute to the management of traffic in the city. Traffic management through parking restrictions and their enforcement also enables the Council to help deliver its “Vision for Excellent Transport in Sheffield”, by investing in facilities to enable people to make informed choices about the way they travel and helping transport contribute to the social, economic and environmental improvements we want to happen in the City.
- 4.2 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.

5 **Has there been any consultation?**

- 5.1 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.
- 5.2 The change to the 10 hour tariffs in Highfield will necessitate a change to the prevailing Traffic Regulation Order (TRO) as it will mean a change to the tariff structure. 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 will

be reported to the Cabinet Member for a decision.

6 **Equality of opportunity implications**

- 6.1 Overall there are no significant differential equality impacts, positive or negative, from implementing the tariff increases
- 6.2 It should be noted that blue disabled parking badge holders can use council pay and display parking spaces free of charge and these proposals have no impact on the number of disabled parking spaces available to drivers.

7 **Financial and commercial implications**

- 7.1 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.
- 7.2 Any increased surplus parking income arising from the tariff changes proposed in this report are to be used in developing parking initiatives, which will be the subject of further reports.

8 **Legal implications**

- 8.1 Section 122 of the Road Traffic Regulation Act 1984 (“the Act”) imposes a general duty on the Council to exercise its function under the act to “secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway”. Collectively, these criteria may be referred to as “traffic management purposes”.
- 8.2 Section 45 of the Act gives the Local Authority a power (a discretion) to designate parking places on a highway; to charge for the use of them and to issue parking permits for a charge.
- 8.3 Section 55 of the Act requires that the Local Authority keep an account of their income and expenditure in respect of designated parking places. This includes ‘pay and display’ income. The ring-fenced account is referred to as the Specialist Parking Account. Section 55(4) of the Act sets out the purposes for which any surplus income in respect of designated parking places can be used. These purposes include:
- Provision and maintenance of off street parking
 - Meeting costs incurred in the provision or operation of public transport

- Highway and road improvements and maintenance
- Reducing environmental pollution
- Improvement and maintenance of public open space
- Provision of outdoor recreational facilities open to the public without charge

8.4

All of these functions are carried out by the Council's Place Portfolio, which includes Transport, Traffic and 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

9 **Alternative options considered**

9.1 The Council could maintain its current tariffs. This would not address the excess demand parking issues outlined in this report.

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

10 **Reasons for recommendations**

10.1 It is anticipated that the proposed tariff 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.

10.2 It is therefore recommended that:

- The hourly tariff within the Non-City Centre Parking Zone be increased to 70p per hour, with a maximum daily charge of £4.50 where time limits allow;
- In the Highfield Controlled Parking Zone only, tariffs be reduced to a maximum of £2.80 for the full charging period of 8am to 6.30pm in the current 10 hour maximum stay bays and that the 10 hour maximum stay restriction be removed in these bays;
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