

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