



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

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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"The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended)."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.

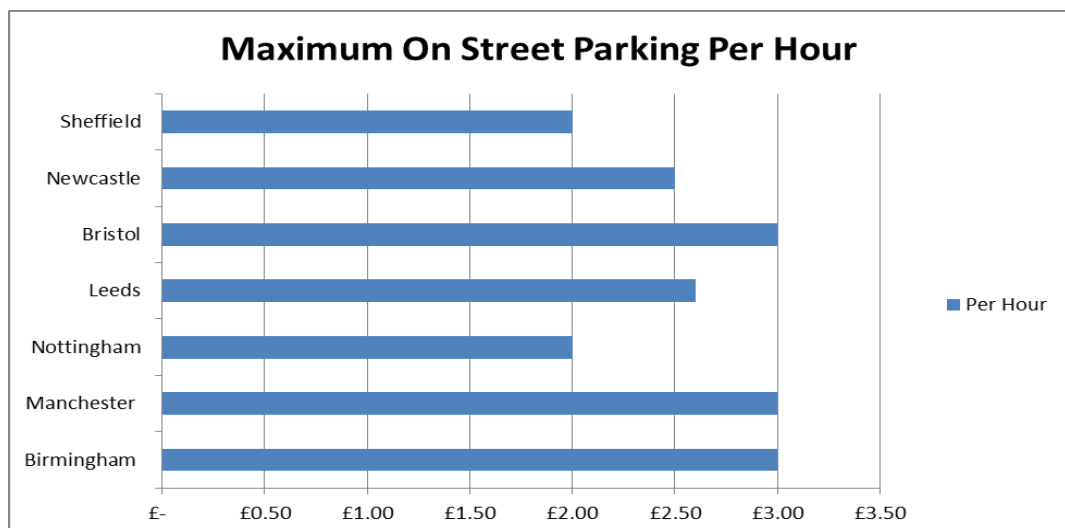
1.8.3 In both of these situations a charge is attributed to suspending the bay or issuing a dispensation. The charge should be set to encourage the person applying only to apply for the number of bays required and not to apply for longer than needed. The aim is to minimise the number of bays suspended,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

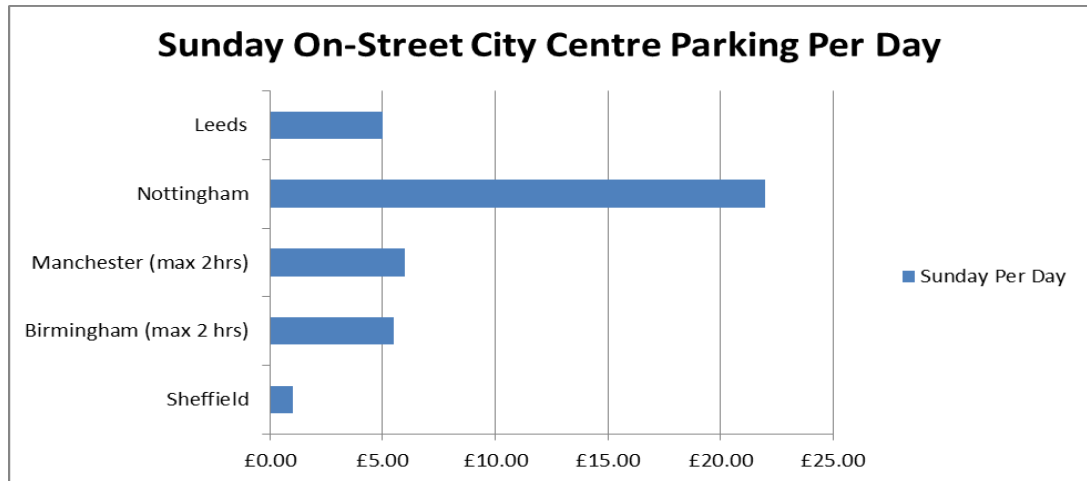
2.1 **City Centre Pay and Display Tariffs:**

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.

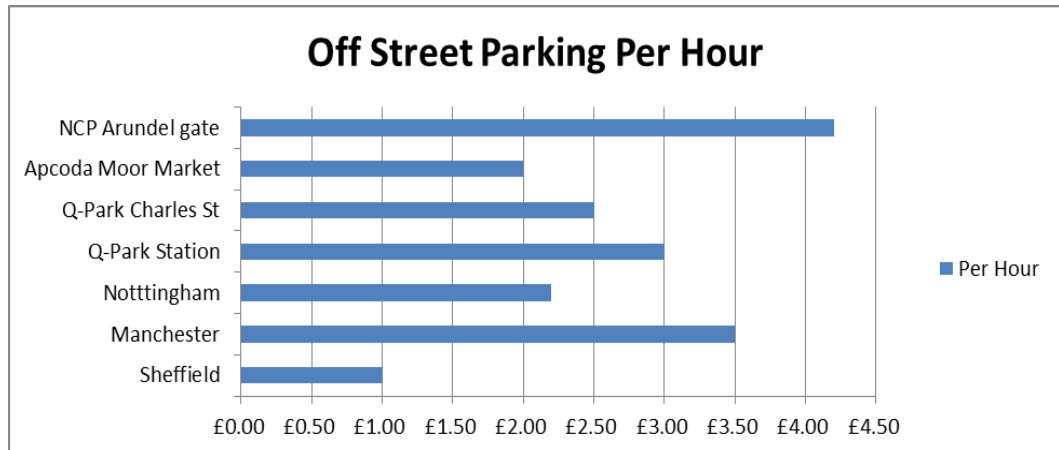


- 2.1.5 **Tariff Recommendations** - It is recommended that the current tariffs are increased by 30p Monday to Saturday, 08.00-20.30.
- 2.1.6 Between 16.30-20.30 there are currently 3 different tariffs offered which can be confusing to motorists, so these will be standardised to £1.30 for 1 hour, or £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

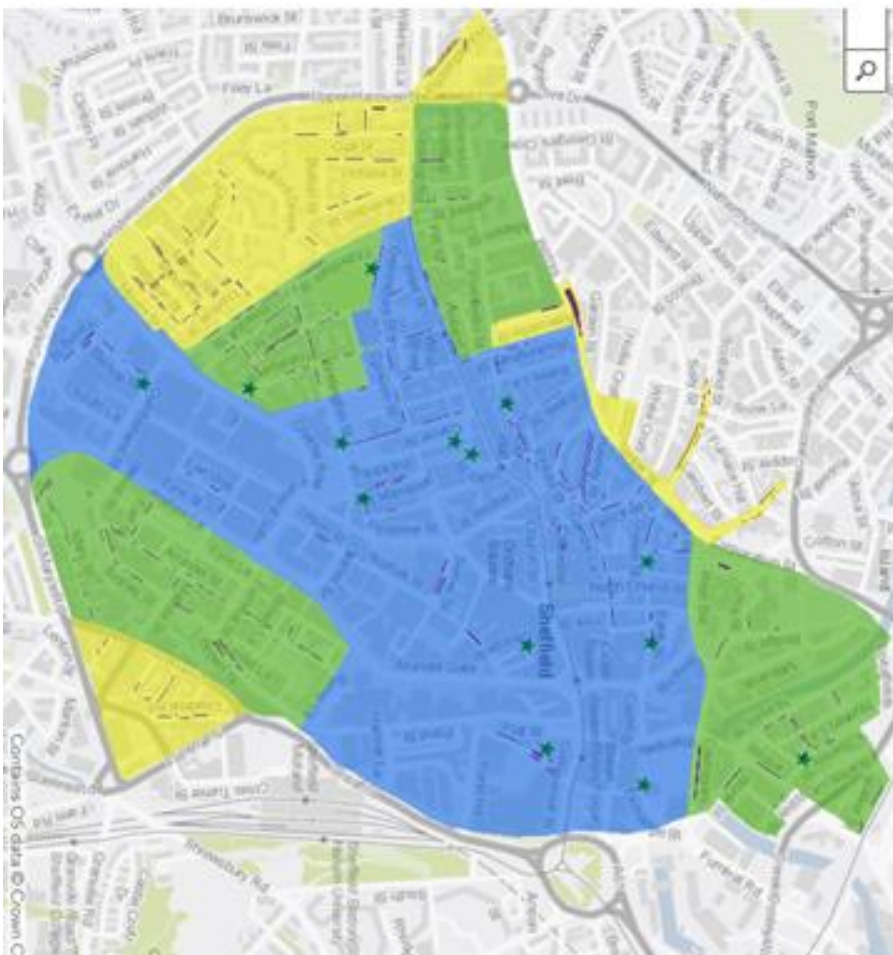
Only vehicles designated as Ultra Low Emission Vehicles (ULEV) will be able to apply for a Green Permit.

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.

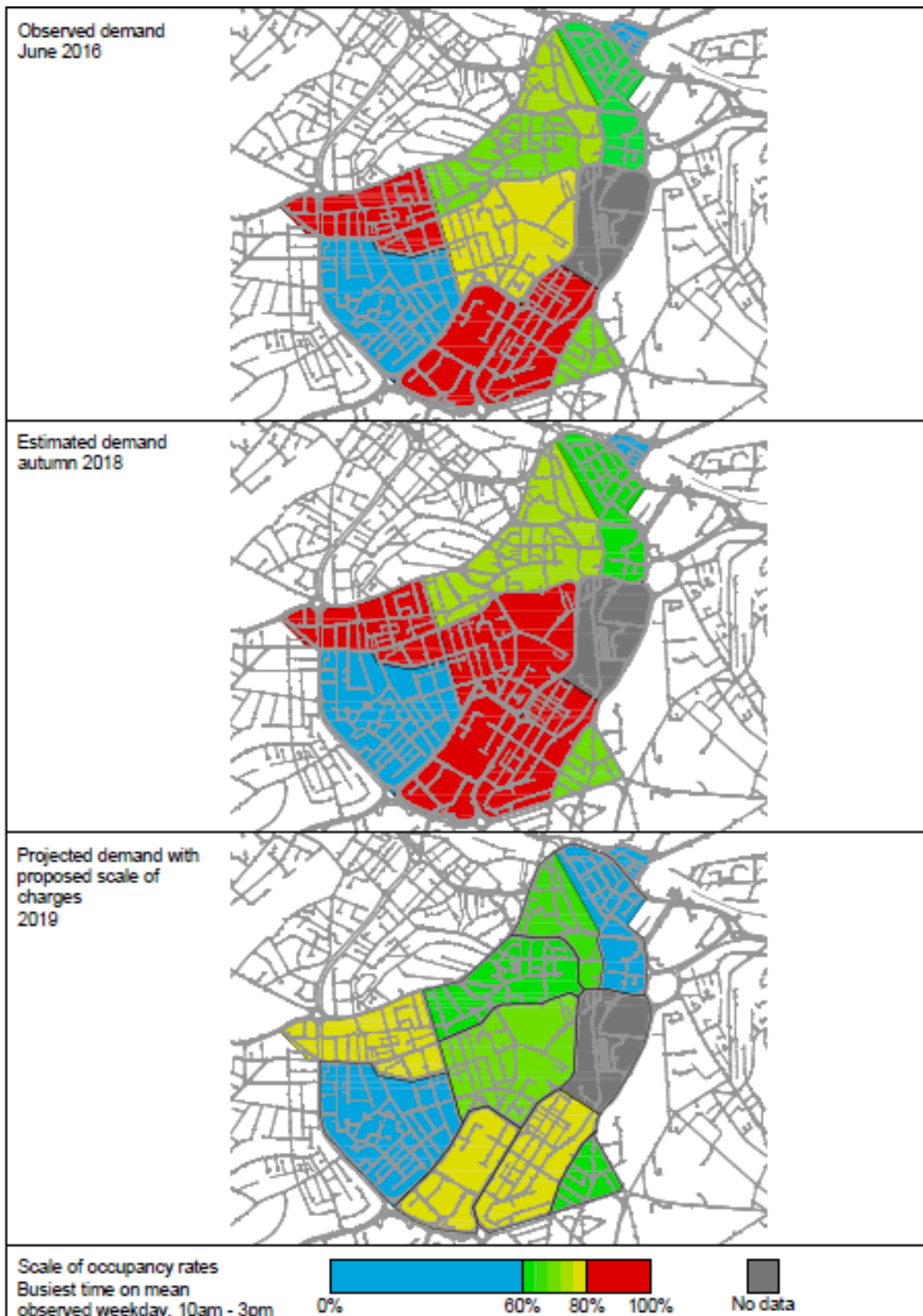
Appendix D – Map of City Centre Parking Zone

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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