

BARNSLEY METROPOLITAN BOROUGH COUNCIL

This matter is not a Key Decision within the Council's definition and has not been included in the relevant Forward Plan

Report of the Executive Director - Place

PROPOSAL TO INCREASE THE CHARGES AND AMEND RESTRICTIONS AT THE COUNCIL CONTROLLED PARKING PLACES

1. Purpose of Report

- 1.1 The purpose of this report is to seek approval to amend the Off-Street Parking Place Order and the Town Centre Parking Place and Controlled Parking Zone (CPZ) Order to enable an increase to some of the current parking charges, changes to the times when charges apply and removal of some limited time restrictions.

2. Recommendation

It is recommended that:

- 2.1 The proposals to vary the car parking charges in this report are advertised;
- 2.2 The proposals take cognisance of the ongoing construction works and the implications this has on people visiting or working in the town. Furthermore, that it seeks to maintain the free parking offer at weekends throughout the Glass Works construction period;
- 2.3 The Service Director – Environment and Transport, be authorised to implement the proposed changes to the parking charges following advertisement;
- 2.4 The proposal to revoke the short stay parking restrictions in this report are also advertised;
- 2.5 Any objections to the proposed revocation of the short stay parking restrictions are the subject of a further report; and
- 2.6 If there are no objections to the proposed revocation of the short stay parking restrictions; that the Interim Head of Highways, Engineering and Transportation and the Director of Legal and Governance be authorised to make and implement the amendments to the Off-Street Parking Place Order and the Town Centre Parking Place and CPZ Order.

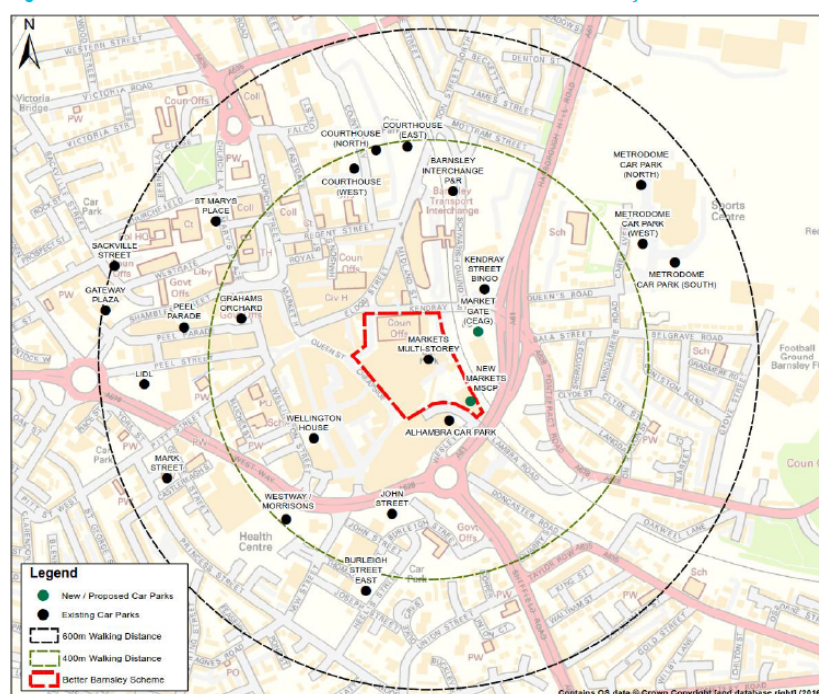
3. Introduction / Background

- 3.1 The parking charges on the Council controlled parking places were last increased in 2013. In making the recommendations for this service a number of charging options have been developed. Each have been considered to determine implications on visitors, workers and impact on the authority.
- 3.2 The car parking offer to residents and visitors has been reviewed as part of the Better Barnsley Scheme to determine how the Councils' car parks are currently being used and to look at the likely future demand for car parking once the town centre redevelopment is complete and occupied. Following this report for charging in 2017-18, the *Car Parking Strategy* will be produced to support our corporate priorities with the redevelopment of the town centre.
- 3.3 The commissioned Car Parking study has outlined the need to *"introduce a consistent 6-day charging regime, to reflect the high-demand for short stay spaces on Saturday's"*, stating that once 60% of the retail space is trading that we have a full 6-day charging model in place.
- 3.4 Other similar developments such as in Belfast have found that a perceived high cost of adjacent parking opened at the same time as the new development was seen as an initial deterrent to people visiting. The planned multi-storey car park offer adjacent to the development will need to charge commercially viable rates. This gap between the Council's charge rates and the new private sector charge rates should be minimal.
- 3.5 Within 600m radius of the proposed Better Barnsley development there are currently 3772 off street parking spaces, providing easy access within 10 minutes. Within 400m or 5 minutes' walk are currently 2722 spaces, of which 966 or 36% are privately operated and already have 6-day charging regimes.
- 3.6 The Car Parking study also makes recommendations for the introduction of a 'Shoppers' parking zone within 400m of the development. This would include the following parking locations; Courthouse, Market Gate, Market multi-story, Alhambra, John Street, Wellington House, Grahams Orchard and Barnsley Interchange.
- 3.7 The commissioned Car Parking study provided detailed evidence on how people visiting Barnsley use key car parks across the town. With proximity to the shops being a critical factor for car park selection cited by 50% of those surveyed. 80% of those surveyed used the car parks to access shops or leisure facilities.
- 3.8 The recent study has shown on Saturday's, with the present capacity, car parks are often 88% occupied between 10.00am – 12.00pm and

78% between 2.00pm–4.00pm. On home football match days this increases to 93% and 86% full respectively with more demand continuing into the evening period.

- 3.9 Our present free parking offer means that those working in retail on Saturdays use these prime parking locations; leaving shoppers having to use car parking spaces further away.
- 3.10 Based upon 2011 Census data only 9% of Barnsley residents use public transport to journey to work. In comparison in Rotherham this is 10% and 20% in Sheffield.
- 3.11 The recommendations of this report support our strategies of increasing the use of public sector transport modes such as buses and trains, reinforcing the new Bus Partnership, which will help to mitigate town centre congestion levels and improve air quality.
- 3.12 The report also seeks to support improving the customer service strategy by continuing to expand the payment options being offered to users of the Council's car parks with the introduction of a *Car Park Ticket Machine Replacement Plan* that introduces cashless transactions by offering chip and pin payment options.
- 3.13 The following table identifies the key car parking locations within the town centre 400m and 600m zones.

Figure 2 Off-street Car Park Locations within 400m and 600m of Better Barnsley



- 3.14 The report recognises the sensitivities around car parking changes, the options developed have sought to balance a variety of factors, including:
- the benefits of free weekend parking
 - keeping price increases to a minimum;
 - taking cognisance of the predominate use of our car parks for shopping and leisure;
 - the longer term benefits to be drawn from the development of the town centre; and
 - competitive car parking offers in the town centre.
- 3.15 This report contains details of the proposals to revise the charges and parking arrangements across the Town Centre off-street and on-street parking.

4. Consideration of Alternative Approaches

4.1 Option 1: Do nothing

This option is not recommended. The amendment of parking charges has been approved as part of the budget approval process.

4.2 Option 2 (recommended option)

The proposals are advertised and if there are no objections, the Order is implemented. Any objections to be the subject of a further Cabinet report.

The proposal consists of 3 elements;

1. To increase the current charge for on-street parking, and remove the current time restrictions.
2. To increase the current Monday to Friday charges for tickets with the exception of day tickets in central locations.
3. To maintain the free weekend parking throughout the period of the construction of the Glass Works.

4.2 Option 3:

The proposals are advertised and if there are no objections, the Order is implemented. Any objections to be the subject of a further Cabinet report.

The proposal consists of 3 elements;

1. As option 2 above;
2. As option 2 above; and
3. To reintroduce a Saturday charging to John Street, the existing multi-story car park and Courthouse. All other central locations remain free.

4.4 **Option 4:**

The proposals are advertised and if there are no objections, the Order is implemented. Any objections to be the subject of a further Cabinet report.

The proposal consists of 3 elements;

1. As option 2 above.
2. As option 2 above; and
3. To reintroduce a Saturday charging as Option 3 to a greater proportion of off street car parking locations to offset Mon-Fri proposed increases.

4.3 **Option 5:**

The proposals are advertised and if there are no objections, the Order is implemented. Any objections to be the subject of a further Cabinet report.

A variant on Option 4 consisting of 3 elements;

1. As option 2 above.
2. As option 2 above; and
3. To protect the Saturday free parking at key car parks and key times from 10:00am to 3.00pm and to reintroduce charging arrangement as option 3 – proposal 3 outside of these times.

5. **Proposal and Justification For recommended Option 2**

5.1 These proposals are required to ensure that the authority meets the approved financial budget for 2017-2020. The strategy of increasing charge rates has been predicated on a series of amendments that seek to keep usage levels high; and to take into consideration the findings of the survey work to provide a range parking options for all people that use the Council's car parks. It is proposed to revoke the existing short stay parking restrictions, and to amend the existing parking charges:

5.2 **Proposal ONE:** To increase the current charge for on-street parking, and remove the current time restrictions that apply in these parking places (either a 1 or 2 hour max), thereby allowing the motorist to pay for any required length of stay between 8am and 6pm Monday to Saturday. The relatively high cost of using these parking places will maintain the desired turnover of vehicles, whilst offering the motorist the option to pay for the most central locations. Feedback from other councils who have implemented this, is that it provides a more flexible parking arrangement that benefits both those using the on-street spaces and local businesses, in particular those immediately adjacent to the locations. It is proposed to increase the current charges from:

- 70p to 90p for 30mins, (inner zone);
- 70p to 90p for one hour (outer zone).

- 5.3 **Proposal TWO:** To increase the current Monday to Friday charge for off-street parking. It is proposed to increase the current charges, in the centrally located car parks:

- £1.20 to £1.50 for one hour;
- £1.60 to £2.20 for two hours;
- £2.50 to £3.20 for a maximum of four hours; and
- Current £5.00 charge for 'all day' parking remains unchanged.

The recently commissioned review of car parking offer has shown that overall 80% of surveyed visitors parked in the town centre for shopping or leisure. Furthermore, that increasing the all-day charge would make the offer uncompetitive in comparison with other car parking providers in the town centre. On the peripheral car parks, the proposed increases are:

- 70p to £1.00 for two hours;
- £1.00 to £2.00 for four hours; and
- £2.00 to £3.00 all day.

It is considered that these proposed charges are reasonable and competitive given the location of the sites. Weekday charges at the new Market Gate car park will also remain unchanged to encourage usage of this presently underutilised site.

Full detail listings can be seen in Appendix B.

- 5.4 **Proposal THREE:** It is proposed that the charge for public season tickets remains unchanged as this charge is based on the £5.00 all day charge.
- 5.5 It is proposed to replace 9 of the older/obsolete 'pay and display' machines with new machines with the ability to accept card and cash payment, thereby continuing to expand the payment options for customers. The purchase cost of nine units is approximately £30k.
- 5.6 Additional costs of approximately £13.7k will be incurred through the need to upgrade some of the Council's 'pay and display' machines to accept the new pound coin being introduced this year.
- 5.7 The cost of implementing the proposals is estimated at £23.3k.
- 5.8 Full current and proposed parking charges for each parking location are shown in Appendix B of this report.
- 5.11 A comparison of current parking charges imposed by neighbouring authorities is shown on Appendix C of this report.

6. **Impact on Local People**

- 6.1 The proposal will contribute to convenient parking provision in the Town Centre.

7. Compatibility with European Convention on Human Rights

- 7.1 There is a potential interference with Convention Rights in that it is proposed to implement measures which may be perceived to be detrimental to the interests of private individuals, for the benefit of the public in general. Possible interference might arise under Article 8 – Right to Respect for Private and Family Life, or Article 1 of the First Protocol – Protection of Property.
- 7.2 However, the proposals have to be advertised in accordance with road traffic regulation procedures. Anyone can formally object to the proposals any objections will receive full consideration before a final decision is made.

8. Promoting Equality and Diversity and Social Inclusion

- 8.1 There are no equality and diversity issues associated with the proposals. Please see Appendix D for the completed assessment.

9. Reduction of Crime and Disorder

- 9.1 In investigating the options set out in this report, the Council's duties under Section 17 of the Crime and Disorder Act have been considered. There are no crime and disorder implications associated with the proposals.

10. Conservation of Biodiversity

- 10.1 There are no issues with the conservation of biodiversity associated with the proposals.

11. Road Traffic Act

- 11.1 Due regard has been given to the duty imposed on the Council to exercise the functions conferred on it by the Road Traffic Regulation Act (1984) so as 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 (section 122 Road Traffic Regulation Act 1984).

12. Risk Management Issues including Health and Safety

12.1

Risk	Mitigation/Outcome	Assessment
1. Challenge to the proposals because they infringe the Human Rights Act	Issues relating to potential interference with the Human Rights Act are fully explained and dealt with in Section 7 of this report. Any considerations of impacts have to be balanced with the rights that the Council has to provide a safe highway for people to use. The Director of Legal and Governance has developed a sequential test to consider the effects of the Human Rights Act which are followed.	Low
2. Legal challenge to the decision to make the Traffic Regulation Order (TRO).	The procedure to be followed in the publication and making of TROs are set down in statute, which provides a 6 weeks period following the making of an order in which a challenge can be made in the High Court on the grounds that the order is not within the statutory powers or that the prescribed procedures have not been correctly followed. Given that the procedures are set down and the Council follows the prescribed procedures the risk is minimal.	Low
3. Detrimental impact on Town Centre economy.	It is unlikely that the proposals will be detrimental to the Town Centre economy, because the proposals are generally similar to the current charges in neighbouring authorities.	Low
4. Deterioration of Health and Safety	There are no health and safety implications in connection with these proposals	Very Low

13. **Financial Implications**

- 13.1 Consultations on the financial implications have taken place with representatives of Finance, Assets & IT Services.
- 13.2 The costs associated with the required legal advertisements for the proposals are estimated to be £300.00 and will be funded by existing Car Parking budgets.
- 13.3 The costs associated with implementation of all the proposals are estimated at £23,000. This covers the costs of changing all the signs and machines with the new pricing information.
- 13.4 The cost of replacing nine obsolete machines is estimated at £31,050, and will be funded by existing Car Parking budgets.
- 13.5 Should all of the proposals be implemented it is estimated that this will generate a net increase in income of around £120k per annum.
- 13.6 The additional income generated will be used to contribute to the overall budget provision within Business Unit 6, offsetting the current cost pressures within the Unit.
- 13.7 Details of the financial implications are outlined in the attached Appendix A

14. Employee Implications

- 14.1 Existing employees in the Place Directorate will undertake all design, consultation and implementation work.
- 14.2 The Director of Legal and Governance will undertake all legal work associated with the advertisement and amendment of the Orders.

15. Glossary

- 15.1 none

16. List of Appendices

- 16.1 Annex A – Financial Implications
Appendix B - Barnsley Town Centre Parking Charges 2017/18
Appendix C - Adjacent Authority Car Parking Charges
Appendix D - Equality Impact Assessment

17. Background Papers

- 17.1 None

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ANNEX A

PROPOSAL TO INCREASE THE CHARGES AND AMEND RESTRICTIONS AT THE COUNCIL CONTROLLED PARKING PLACES

Consultations

(a) **Financial Implications**

The Head of Finance has been consulted regarding these proposals.

(b) **Employee Implications**

Existing employees in the Place Directorate will undertake all design, consultation and implementation work. The Director of Legal and Governance will undertake all legal work associated with the advertisement and amendment of the Orders.

(c) **Legal Implications**

The proposals to revoke short stay parking restrictions require the advertising of an Order, which can be objected to and challenged if procedures are not adhered to. The proposals to increase the parking charges require advertising only. The Director of Legal and Governance has been consulted regarding these proposals.

(d) **Policy Implications**

The proposals promote the Council's policies in respect of providing convenient public parking space within the Town Centre, and reducing congestion on the highway.

(e) **ICT Implications**

(f) **Local Members**

Local members have not been consulted.

(g) **Parish Council**

There is no Parish Council to consult

(h) **Health and Safety Considerations**

There are no Health and Safety implications associated with these proposals.

(i) **Property Implications**

There is no property implications associated with these proposals.

(j) **Implications for Other Services**

There are no significant implications for other Services arising from the recommendations in the report.

The Director of Legal and Governance will need to undertake the legalities associated with this report.

(k) **Implications for Service Users**

The proposals will increase the cost of parking for most service users. However, the proposals will create more convenient parking space in the central area, whilst maintaining the free Saturday offer in peripheral sites.

(l) **Communications Implications**

APPENDIX B

Barnsley Town Centre Parking Charges 2017/18

For information

Charges apply on Saturdays at the following privately operated sites in Barnsley.

- Morrisons - £1 for 2 hours, generally full;
- Alhambra - £1.80 for 2 hours, £2.70 for 5 hours, £6 over 5 hours;
- Gateway - £1 for one hour, £2 for 2 hours, £3 for 3 hours, £4 up to 10 hours, £5 up to 24 hours; and
- Peel Parade Multi Storey - £1 for one hour, £2 for 2 hours, £3 for 3 hours, £4 up to 4 hours, £4.50 up to 24 hours.

Public Season Tickets

	Current 5 Day (Mon – Fri)	Current 6 Day (Mon – Sat) Not sold due to free Saturdays	No proposed change
1 Week	£22.00	£27.00	No change
1 Month	£82.00	£100.00	No change
3 Months	£230.00	£275.00	No change
1 Year	£770.00	£910.00	No change

Public Reserved Bays

	Current 5 Day (Mon – Fri)	Current 6 Day (Mon – Sat)	No proposed change
1 Year	Not Available	£940.00	No change

Option 2 Recommended Option

Proposal 1: On-Street Charges 8am-6pm

	Current Mon-Sat	Proposal ONE Mon-Sat
Inner Zone	£0.70 30mins	£0.90 / 30mins No max stay
	£1.40 one hour max	
Outer Zone	£0.70 one hour	£0.90 / hour No max stay
	£1.40 two hour max	

Proposal 2: Off - Street Charges 8am-6pm

	Current Mon-Fri	Proposal TWO Mon-Fri	Proposal THREE Saturday currently free
Lambra Road	£1.20 one hour £1.60 two hours max	£1.50 one hour £2.20 two hours max	Remains FREE
Grahams Orchard St.Mary's Place	£1.20 one hour max	£1.50 / hour no max stay	Remains FREE
Market Gate	£1.20/hour four hour max £1.00 evening charge	No change	Remains FREE
Wellington House	£1.20/hour No max stay	£1.50/hour No max stay	Remains FREE
John Street	£1.60 up to two hours £2.50 up to four hours max	£2.20 up to two hours £3.20 up to four hours max	Remains FREE
Sackville Street	£1.60 up to two hours £2.50 up to four hours max	£2.20 up to two hours £3.20 up to four hours max	Remains FREE
Courthouse Multi-Storey	£1.60 up to two hours £2.50 up to four hours £5.00 over four hours	£2.20 up to two hours £3.20 up to four hours £5.00 over four hours	Remains FREE
Churchfields Mark Street	£1.60 up to two hours £2.50 up to four hours £5.00 over four hours	£2.20 up to two hours £3.20 up to four hours £5.00 over four hours	Remains FREE
Pitt Street Joseph Street Burleigh Street East Burleigh Street West	£0.70 up to two hours £1.00 up to four hours £2.00 over four hours	£1.00 up to two hours £2.00 up to four hours £3.00 over four hours	Remains FREE
West Road, Pogmoor	£1.10 up to four hours £2.20 over four hours	£2.00 up to four hours £3.00 over four hours	Remains FREE

Option 3

Proposal 1: On-Street Charges 8am-6pm as Option 2

Proposal 2 Off - Street Charges 8am-6pm

	Current Mon-Fri	Proposal TWO Mon-Fri	Proposal THREE Saturday currently free
Lambra Road	£1.20 one hour £1.60 two hours max	£1.50 one hour £2.20 two hours max	Remains FREE
Grahams Orchard St.Mary's Place	£1.20 one hour max	£1.50 / hour no max stay	Remains FREE
Market Gate	£1.20/hour four hour max £1.00 evening charge	No change	Remains FREE
Wellington House	£1.20/hour No max stay	£1.50/hour No max stay	Remains FREE
John Street	£1.60 up to two hours £2.50 up to four hours max	£2.20 up to two hours £3.20 up to four hours max	£2 all day
Sackville Street	£1.60 up to two hours £2.50 up to four hours max	£2.20 up to two hours £3.20 up to four hours max	Remains FREE
Courthouse Multi-Storey	£1.60 up to two hours £2.50 up to four hours £5.00 over four hours	£2.20 up to two hours £3.20 up to four hours £5.00 over four hours	£2 all day
Churchfields Mark Street	£1.60 up to two hours £2.50 up to four hours £5.00 over four hours	£2.20 up to two hours £3.20 up to four hours £5.00 over four hours	Remains FREE
Pitt Street Joseph Street Burleigh Street East Burleigh Street West	£0.70 up to two hours £1.00 up to four hours £2.00 over four hours	£1.00 up to two hours £2.00 up to four hours £3.00 over four hours	Remains FREE
West Road, Pogmoor	£1.10 up to four hours £2.20 over four hours	£2.00 up to four hours £3.00 over four hours	Remains FREE

Option 4**Proposal 1: On-Street Charges 8am-6pm as Option 2****Proposal 2: Off - Street Charges 8am-6pm**

	Current Mon-Fri	Proposal TWO Mon-Fri	Proposal THREE Saturday currently free
Lambra Road	£1.20 one hour £1.60 two hours max	£1.40 one hour £2.00 two hours max	£1.00/hour No max stay
Grahams Orchard St.Mary's Place	£1.20 one hour max	£1.40 / hour no max stay	£1.00/hour No max stay
Market Gate	£1.20/hour four hour max £1.00 evening charge	No change	£1.00/hour No max stay
Wellington House	£1.20/hour No max stay	£1.40/hour No max stay	£1.00/hour No max stay
John Street	£1.60 up to two hours £2.50 up to four hours max	£2.00 up to two hours £3.00 up to four hours max	£2 all day
Sackville Street	£1.60 up to two hours £2.50 up to four hours max	£2.00 up to two hours £3.00 up to four hours max	Remains FREE
Courthouse Multi-Storey	£1.60 up to two hours £2.50 up to four hours £5.00 over four hours	£2.00 up to two hours £3.00 up to four hours £5.00 over four hours	£2 all day
Churchfields Mark Street	£1.60 up to two hours £2.50 up to four hours £5.00 over four hours	£2.00 up to two hours £3.00 up to four hours £5.00 over four hours	Remains FREE
Pitt Street Joseph Street Burleigh Street East Burleigh Street West	£0.70 up to two hours £1.00 up to four hours £2.00 over four hours	£1.00 up to two hours £1.50 up to four hours £2.50 over four hours	Remains FREE
West Road, Pogmoor	£1.10 up to four hours £2.20 over four hours	£2.00 up to four hours £3.00 over four hours	Remains FREE

Option 5

Proposal 1: On-Street Charges 8am-6pm as Option 2

Proposal 2: Off - Street Charges 8am-6pm

	Current Mon-Fri	Proposal TWO Mon-Fri	Proposal THREE Saturday currently free
Lambra Road	£1.20 one hour £1.60 two hours max	£1.40 one hour £2.00 two hours max	Remains FREE
Grahams Orchard St.Mary's Place	£1.20 one hour max	£1.40 / hour no max stay	Remains FREE
Market Gate	£1.20/hour four hour max £1.00 evening charge	No change	Remains FREE
Wellington House	£1.20/hour No max stay	£1.40/hour No max stay	Remains FREE
John Street	£1.60 up to two hours £2.50 up to four hours max	£2.00 up to two hours £3.00 up to four hours max	FREE 10:00am – 3:00pm £2 per day outside this time
Sackville Street	£1.60 up to two hours £2.50 up to four hours max	£2.00 up to two hours £3.00 up to four hours max	Remains FREE
Courthouse Multi-Storey	£1.60 up to two hours £2.50 up to four hours £5.00 over four hours	£2.00 up to two hours £3.00 up to four hours £5.00 over four hours	FREE 10:00am – 3:00pm £2 per day outside this time
Churchfields Mark Street	£1.60 up to two hours £2.50 up to four hours £5.00 over four hours	£2.00 up to two hours £3.00 up to four hours £5.00 over four hours	Remains FREE
Pitt Street Joseph Street Burleigh Street East Burleigh Street West	£0.70 up to two hours £1.00 up to four hours £2.00 over four hours	£1.00 up to two hours £1.50 up to four hours £2.50 over four hours	Remains FREE
West Road, Pogmoor	£1.10 up to four hours £2.20 over four hours	£2.00 up to four hours £3.00 over four hours	Remains FREE

Appendix C

Adjacent Authority Current Car Parking Charges

	Sheffield		Wakefield		Doncaster		Rotherham		Barnsley	
	inner	outer	inner	outer	inner	outer	inner	outer	inner	outer
Car park	£1/hour	£0.50/hour £2.00 all day	£0.90 one hour £1.60 two hours £2.80 four hours £5.80 over four	£2.50/day	£1/hour various max stays	£0.50/hour	£1.50 two hours £2.00 four hours £3.50 over four	£2.00/day	£1.60 two hours £2.50 four hours £5.00 over four	£0.70 two hours £1.20 four hours £2.00 over four
On-street	£1/30mins	£1/hour	£0.70 30mins £0.90 one hour £1.60 two hours £2.80 four hours £5.80 over four		£1/30mins	£1/30mins	£1.00 30mins £1.50 one hour £3.00 two hours		£0.70 30mins £1.40 one hour	£0.70 one hour £1.40 two hours
COMMENT	Mon-Sat 8am-4.30pm £2 /£1 4.30-8.30pm Sunday £1 flat rate to be reviewed (all best spaces taken by shop workers.				Mon-Sat 8am-6pm		Mon-Sat 8am-6pm All day charge reduced from £6.50 resulting in twice the usage One 300 space site offers free Saturday parking		Mon-Fri 8am-6pm car parks Mon-Sat 8am-6pm on-street £1 flat rate evening charge applies Market Gate car park only	

Appendix D

Equality Impact Assessment