

BARNSELY METROPOLITAN BOROUGH COUNCIL

REPORT OF: EXECUTIVE DIRECTOR OF GROWTH & SUSTAINABILITY

TITLE: BARNSELY CAR PARKING STRATEGY (2024-2029)

REPORT TO:	CABINET
Date of Meeting	24th July 2024
Cabinet Member Portfolio	Environment & Highways
Key Decision	Yes
Public or Private	Public
Purpose of report The Barnsley Car Parking Strategy (2024- 2029) provides the framework which sets out the strategic aims and objectives for the provision and management of Car Parking services in Barnsley. This strategy aligns with the Council’s Local Plan and Town Centre Masterplan, which have been designed to shape the continuing and future growth of the Town Centre and wider borough. Council Plan priority Sustainable & Growing Recommendations That Cabinet: 1. Approves the Barnsley Car Parking Strategy (2024-2029), which incorporates the strategic aims and objectives.	

1. INTRODUCTION

- 1.1 The car parking strategy 2024-2029 (See Appendix A) has been compiled to develop and implement plans to help Car Parking Services deliver the specific aims and objectives, along with a service delivery plan that illustrates how those objectives will be achieved. This strategy aligns with the Council’s Local Plan and Town Centre Masterplan, which have been designed to shape the future growth of the borough and quality of the town centre. This strategy has been developed from the evidence of the Car Parking review 2024 completed by the Head of Commercial and Operational Service Support and the Head of Strategic Transport.
- 1.2 National and Local transport policies emphasise the importance of parking

strategies and the role they must play in supporting local economic growth, along with local BMBC 'Sustainable Barnsley,' objectives; by reducing carbon emissions, encouraging smarter life and sustainable transport choices, social well-being, and access to essential services for all.

- 1.3 Whilst the Council's long term strategic ambition is to reduce car usage by encouraging people, to consider their transport choices, including the use of active travel and low emission vehicles, parking provision is fundamental to the successful operation and economic growth of the town centre. Consideration has been given to:
- BMBC Statutory duties to the Road Traffic Act 1984 (Statutory Guidance updated Oct 2022)
 - Where we are now – the assessment of the quantity, location, quality, and cost of existing parking stock in the town centre.
 - Where we want to be – consideration of existing and future demand and assessment of the use of the wider Glassworks and Alhambra developments.
 - How we get there – a service delivery action plan (See Appendix B), recommendations and proposals for car parking priorities and policies to be delivered by the Council over the next 5 years.
- 1.4 This strategy provides an illustration of the supply and management of the Council's off street, car parks and on-street parking predominantly within the town centre. The strategy will be a living document, it will change and flex to meet the challenges, needs and best interests of the borough.
- 1.5 The review identified times when the car parks are used the most and the least, it considered the most (and least) financially viable car parks and the ones that needed priority maintenance. It also reviewed statutory enforcement resources and procedures. This strategy proposes the following aim and objectives to be implemented through a service delivery plan.
- 1.6 **The Aim** of this Car Parking Strategy is to develop and implement plans to help Car Parking Services deliver our statutory duties and deliver our vision for providing essential parking services across the Borough; to meet the needs of all our road and service users, including residents, local businesses and visitors and deliver against our climate change objectives.

Objective 1

Provide sufficient parking capacity that will support the town centre activities.

Objective 2

Improve accessibility and signage to car parking within the town centre and from key routes to reduce the need for unnecessary traffic movements in the town centre.

Objective 3

Rationalise Car Parking Tariffs, whilst supporting the vitality and economic attractiveness of the town centre to visitors, investors, and developers.

Objective 4

Provide sufficient enforcement to support the efficient operation and management of the car parks.

Objective 5

Support carbon reduction and air quality management goals by providing the infrastructure for additional electric vehicle charging.

- 1.7 The strategy has been developed following a detailed 2023/4 Car Parking review of the 2020 Car Parking Strategy to provide a simpler more inclusive method of delivering car parking services and to identify the key projects, activities and opportunities needed to help us deliver our Barnsley 2030 Vision and achieve our Sustainable & Growing Barnsley objectives.
- 1.8 Parking is fundamental to our continuing Town Centre economic growth. It is essential that the Council provides suitable car parking provision for residents, visitors, and businesses. Parking (and its location) influences the decisions people make about where to go and how to get there. The Council needs to continue providing sufficient priced parking to support local economies but to also balance and promote more sustainable and cleaner travel alternatives including public transport.
- 1.9 The Council has also committed to achieving net zero carbon emissions in the borough by 2045 (Zero45)
- 1.10 The Barnsley Car Parking Strategy 2024-2029 is the Council's new 5-year strategy and will replace the current car parking strategy published in 2020. It sets out the Council's Parking aim to 2029 and the objectives needed to deliver that vision. Each objective is presented together with any associated, commitments and targets that relate to the achievement of each objective in the service delivery action plan.
- 1.11 Implementation of the Strategy will ensure that investment in the Parking infrastructure will support the Council's overarching social, economic, and environmental challenges, and in making Barnsley a fairer, healthier, and greener place to live, work and visit.
- 1.12 Whilst internal consultation has taken place, we will also undertake a public consultation once the strategy is agreed.
- 1.13 The Car Parking Strategy will compliment and support other key strategies – such as the Transport Strategy, the Local Plan and the Barnsley 2030 referenced and will work towards the same targets.
- 1.14 The strategy will demonstrate that the Council is committed to delivering a parking system that meets our challenges, builds on our economic growth, works for all our residents and visitors and is environmentally fit for the future.

2.0 PROPOSAL

- 2.1 With the successful opening of the new Glassworks development and the welcomed increase in town centre footfall, this new strategy will deliver a light touch and sets out recommendations for the way the Council will manage and regulate its car parking assets.
- 2.2 The Council recognises that car parking plays a significant role in promoting the vitality of the town centre assisting both residents, visitors, and businesses. The parking review considered current parking trends and developed an empirical evidence base that supported the proposal of several interventions focused on the following:
- Parking capacity
 - Parking charges
 - Quality of car parks
 - Location of car parks
 - Car parking and Traffic Regulation Order enforcement
- 2.3 The parking review has been used to support the development of this parking strategy, which cannot be viewed in isolation, it has clear and direct linkages and inter dependencies to the following corporate strategies:
- Barnsley 2030
 - Barnsley Local Plan
 - Transport Strategy
 - Town Centre Masterplan
 - Principal Towns strategies
 - Medium Term Financial Strategy
- 2.4 To deliver the strategic aim we have developed five key strategic objectives supported with a service delivery action plan (See Appendix B).

2.4.1 Objective 1

Provide sufficient parking capacity that will support the town centre activities.

The review evidenced that considering the inclusion of all public and private car parking provision there is sufficient stock across the Town to cope with current and future development plans. This includes the forthcoming development work on the lower Seam throughout 2025, where the site will be closed for approximately 10 months for a major refurbishment and inclusion of a new public realm area. This will reduce the Car Park capacity by approximately 150 spaces; but there will still be enough public and private car parking stock to accommodate access for our residents and visitors. With car ownership increasing and several new housing developments being constructed within the borough, it will be necessary to monitor this with a view to implementing interventions as necessary to manage future demand.

Currently our Traffic Regulation Order stipulates that when using an EV parking space, the parking must be paid for and connected to the charger but states that they must be charging. Evidence shows that some users are taking up the bay but not charging for the full parking session.

Following a positive review of other district EV parking arrangements, we propose to increase availability for more EV users that the maximum stay in an EV parking bay is 4 hours where the user must still pay for parking and be charging when parked there.

2.4.2 Objective 2

Improve accessibility and signage to car parking within the town centre and from key routes to reduce the need for unnecessary traffic movements in the town centre.

Our current car parks are well located, are easily accessible allowing users to all areas of the town centre. The actions will improve visibility and volume information of key car parks helping to improve the customer experience, reduce unnecessary journeys, and reduce carbon emissions.

2.4.3 Objective 3

Rationalise Car Parking Tariffs whilst supporting the vitality and economic attractiveness of the Town Centre to visitors, investors, and developers.

A benchmarking exercise carried out in the parking review highlighted that parking charges in Barnsley are comparable with other districts, it is essential that the charging structure remains reasonable and supports the continuing growth of the Town Centre.

Long Stay Parking

Employers want cheap all-day parking spaces within a 10-minute walk for their employees. Employers' private car parks will satisfy a significant amount of the demand for employee car parking. But for many employees, visitors, and residents the expectation is simple, reasonably priced safe and secure long-stay car parks.

Currently our Town Centre Car Parks are divided into Retail and Leisure Parking which offer easier access to shops and leisure attractions and has a slightly higher charging tariff as opposed to the Commuter Parking which offers cheaper all-day parking for workers.

Free parking concessions were introduced to promote the growth of the Town with the opening of the new Glass Works development. With these concessions there is little evidence of use of the all day 24hrs Tariff of £9 in the Glassworks. Therefore a standard all day tariff of £5 across all sites is proposed.

Short Stay Parking

On street Parking is defined as the availability of short-stay spaces relating to the degree of “turnover” occurring within each space. Encouraging turnover of spaces is important for retailers and businesses as it offers parking availability for as many visitors as possible.

The two main tools to encourage turnover are time-limited parking regulations and short stay parking tariff structures (e.g. parking is cheap for a short visit but expensive to stay all day and more expensive than using off street, car parking).

Table 1 below illustrates the existing model and charges and the new proposed simpler standard charge where all Town Centre Car Parks charge the same rate with a minor exception of the Multi Story Car Parks at weekends. Table 2 below also illustrates the current and proposed on street, short stay on street, car parking charges.

Table 1. Current and proposed Long Stay Car Parking Charges

Current Town Centre Car Parking Charges 2023-2024					
Retail & Leisure Parking			Commuter Parking		
	Charge	Time		Charge	Time
Weekdays	£2.00	For first 3 Hrs	Weekdays	£2.00	For first 3 Hrs
	£0.50	Per 30 mins after		£0.30	per 30 mins after
	£9.00	Max for 24hrs		£6.00	Max for 24hrs
Weekend	Free	For first 3 Hrs	Weekend	Free	For first 3 Hrs
	£0.50	per 30 mins after		£0.30	per 30 mins after
	£7.00	Max for 24hrs		£4.00	Max for 24hrs
NB Permit and Season Tickets are not valid in these car parks			NB Permit and Season Tickets are valid in these car parks. Season Tickets cost £978.00 for a full year and are only valid in Commuter car parks		
Proposed Town Centre Car Parking Charges 2024-2025					
All Off Street, Car Parks with exception of Glassworks & Alhambra			Glass Works & Alhambra Muti Story Car Parks only		
	Charge	Time		Charge	Time
Weekdays	£1.00	Per Hour	Weekdays	£1.00	Per Hour
	£5.00	Max for 24hrs		£5.00	Max for 24hrs
Weekend	Free	For first 3 Hrs	Weekend	£1.00	For first 3 Hrs
	£1.00	Per hour thereafter		£1.00	Per hour thereafter
	£5.00	Max for 24hrs		£5.00	Max for 24hrs
NB Permit and Season ticket holders are valid in these car parks. Permit and Season tickets will cost £1,000.00 for a full year			NB Permit and Season ticket holders are valid in these car parks. Permit and Season tickets will cost £1,000.00 for a full year		

Table 2: Current and proposed On Street, Short Stay on Street, Car Parking Charges

Current Town Centre on Street, Car Parking Charges 2023-2024					
Retail & Leisure Parking			Commuter Parking		
	Charge	Time		Charge	Time
7 Days a Week	£0.90	Per 30 mins	7 Days a Week	£0.45	Per 30 mins
	For a Maximum of 24hrs Bank Hols Free			For a Maximum of 24hrs Bank Hols Free	
NB Permit and Season Tickets are not valid in these parking bays					
Proposed Town Centre on Street, Car Parking Charges 2024-2025					
All On Street Parking Bays revert to a standard charging tariff					
	Charge	Time	Free Parking on Bank Holidays		
7 Days a Week	£0.50	For 1 st 30 mins			
	£1.00	Per 30 mins thereafter to a Max of 24hrs			
NB Permit and Season Tickets are not valid in these parking bays					

Permits & Season Tickets

The cost of an external annual permit/season ticket will increase from £978.00 to £1000.00 and is still cheaper than the proposed pay and display as seen in Table1 at £5 per day or £1680.00 for a worker (minus 28 days Annual Leave). The new proposal allows permit/season ticket holders to park in all car parks which offers more choice and closer proximity to the Town Centre workplace.

The 2020 Car Parking Strategy offered NHS staff the option to purchase a monthly parking permit at £30, this has not increased since its introduction the proposal is that this will rise to £40 per month and will increase annually in line with inflation. Holders will benefit by being able to use these in all Town Centre Car Parks. With the recent introduction of NHS facilities in the Town Centre this will allow the NHS to use more convenient parking close to their workplace.

We currently have four residents' parking zones in and around Barnsley, residents can buy a parking permit to allow them to park anywhere within the zone. Having a permit doesn't guarantee a parking space directly outside their home. Residents can also buy vouchers to allow visitors to their home or business to park in a designated space. They are not used for people to park while they go to work or go shopping. Businesses can buy permits to allow them to park near their premises. Table 3 illustrates the current and proposed Parking Permit charges. NB These Tariffs have not increased since 2022.

Table 3 Current and proposed Resident and Business Parking Permits

Resident and Business Parking Permit over last 10 years including new proposed tariffs				
Residents.	01/04/2014	01/04/2019	01/04/2022	Proposed for 2024/2025
Residents Permit 1	£20.00	£25.00	£26.00	£30.00
Residents Permit 2	£40.00	£50.00	£52.00	£55.00
Businesses.				
Business Permit 1	£30.00	£37.50	£39.00	£40.00
Business Permit 2	£60.00	£75.00	£77.50	£80.00
Replacements.				
Residents	£5.00	£10.00	No change	£15.00
Business	£10.00	No change	No change	£20.00
Visitor Vouchers	£7.50	£12.50	No change	£15.00

2.4.4 Objective 4

Provide sufficient enforcement to support the efficient operation and management of the car parks.

We acknowledge that car parking enforcement is an important customer facing service and it is crucial to provide the best and most effective way of delivering the service.

“Enforcement authorities should provide enough staff for the volume of work”
(Road Traffic Act 1984: Statutory Guidance 2022).

A core action is to ensure the number of Civil Enforcement Officers is appropriate to support the efficient operation and management of our car parks and are sufficient to enforce the hours confirmed in Traffic Regulation Orders (TRO). A separate resourcing organisational design plan is under development.

2.4.5 Objective 5

Support carbon reduction and air quality management goals by providing the infrastructure for additional electric vehicle charging.

In September 2019, the Council voted unanimously to declare a Climate Emergency. All services are committed to helping the Council reach its goal of carbon net zero by 2045. To do this, we need to continually review how our services are provided and the availability and suitability of EV charging options. In addition to existing charging points the lower Seam project will provide additional charging points as part of the new development.

2.4.6 This strategy will be reviewed annually to ensure the continuous improvement of Car Parking Services and that the car parking stock remains fit for purpose;

and supports the continuing growth and economy of the Town Centre. All projects will be delivered in line with clear project plans and timeframes and will be delivered in line with the Council's policies and procedures.

3.0 IMPLICATIONS OF THE DECISION

3.1 Financial and Risk

3.1.1 Consultations have taken place with representatives of the Director of Finance (S151 Officer).

3.1.2 The proposals relating to car park maintenance will be funded through the Highways Capital Programme (a separate report goes through the governance process annually for this). To note a rolling maintenance programme is to be developed and funded from the existing Highways capital allocations as part of the Highways Capital Programme.

3.1.3 The proposals detailed at 2.4.2 are to be funded from an existing agreed Capital allocation (Cab.4.11.2020/8) of £0.760M for Parking Strategy Implementation Phase 1. A detailed plan of works will be submitted for approval, through appropriate governance arrangements.

3.1.4 The strategy detailed at 2.4.3 proposes to deliver a standard parking tariff in All BMBC (Barnsley Metropolitan Borough Councils) car parks. It is estimated based on current data modelling that this will generate an additional £0.135M. In addition, the proposed changes to external permit/season ticket charges based upon current data modelling will generate approximately £0.015M additional revenue. The total anticipated increase in revenue due to fee change will be c£0.150M which will contribute towards Phase 2 Transformation efficiency savings for the Growth & Sustainability directorate.

3.1.5 If any additional costs are needed due to the strategy but are not noted in 3.1.2-3.1.4 before they occur these will either need to be contained within the current available resource envelope for the Growth & Sustainability directorate or gain external funding for these expenses or have approved ad-hoc business cases through the appropriate governance channels.

3.1.6 The financial implications are summarised in the attached Appendix C.

3.2 Legal

3.2.1 The Cabinet has the authority to make decisions to exercise the delegated functions of the council. In respect of this report the Cabinet is being asked to approve a strategy that that is consistent with the budget and policy framework determined by Full Council in accordance with Part 2, Terms of Reference of the Cabinet and Arrangements for Delegated Decision Making by Cabinet in accordance with paragraph e).

3.2.2 Section 108 of the Parking Act 2000 requires local Transport authorities to develop policies for the promotion and encouragement of safe, integrated, efficient and economic Parking required to meet the needs of persons living or

working in the council's area, or visiting or travelling through that area, including the transportation of freight and pedestrians to, from and within their area, and carry out their functions so as to implement those policies.

3.2.3 In developing and implementing policies pursuant to this duty, the Council is required to consider any policies announced by HM Government and have due regard to any guidance issued regarding the mitigation of, or adaption to, climate change or otherwise with respect to the protection or improvement of the environment.

3.2.4 Section 112 of the Parking Act 2000 requires that the Council in developing and implementing their policies under section have regard to the Parking needs of disabled persons (within the meaning of the Equality Act 2010) and of persons who are elderly or have mobility problems.

3.2.5 With the addition of the Alhambra Multi Storey Car Park to the establishment a full review of our Car Parking charging will be conducted to bring all Car Parks under one order. Legal public notice will be given and published in the local paper. The changes will then take place 21 days after publication.

3.3 Equality

3.3.1 An Equality Impact Assessment (EIA) pre-screening has been completed in accordance with the EIA policy. For this report, no potential for unlawful discrimination and / or low level or minor negative impact has been identified, therefore a full EIA has not been carried out. However, for the individual work streams / projects individual EIA's will be undertaken if required.

3.4 Sustainability

3.4.1 The Sustainable Decision Wheel has been completed which shows positive impacts resulting from the schemes listed in the Parking Strategy to be delivered.



3.5 Employee

- 3.5.1 There are no issues arising directly from this report. There will be a requirement (under the Council's Statutory Duties) to employ more enforcement staff to fulfil the hours of enforcement.

3.6 Communications

- 3.6.1 The adoption of the Car Parking Strategy will be announced through the Council's communication channels and the document made available on the Car Park Web site.
- 3.6.2 Timely and accurate information will be provided through appropriate press releases via local press, social media/website updates, local member briefings, and engagement with key stakeholders.

4. CONSULTATION

- 4.1 In 2020, Cabinet endorsed the draft Parking Strategy and approved the request for a formal consultation process, this will be conducted with a review of the Traffic Regulation Orders/ notice of change of charges.

Delivery

- 4.2 This is a 5-year strategy and capital, and revenue investment will be needed to deliver the Strategy over this period. Not all the objectives in the Strategy are funded at present and potential sources of future funding will need to be identified which could include the receipt of tickets, the highway maintenance funds or other funding streams.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 The only other option would be for the Council not to have a Car Parking Strategy. This may result in reputational, financial, and political and legal damage to the Council as it would fail in its duty under the Road Traffic Act 1984 (Statutory Guidance 2022)
- 5.2 The Parking Strategy provides the framework against which local decisions will be made, particularly in respect of pricing. However, whilst Town Centre car parking is acknowledged by the Government as providing a key role in supporting economic growth, there is clearly uncertainty in the amount of funding that will be available in the future, not just locally but nationally. Deliverability of the proposed objectives and actions that will deliver the outcomes of the strategy will be at risk if funding is not forthcoming.

6. REASONS FOR RECOMMENDATIONS

- 6.1 The Council has met its legal obligation under the Road Traffic Act 1984 (Statutory Guidance updated October 2022) Act by producing a policy in the form of the Car Parking Strategy 2024-2029. The Strategy will support the delivery of the Barnsley 2030 agenda. Cabinet is therefore asked to adopt the

Barnsley Car Parking Strategy 2024-2029.

7. GLOSSARY

SYMCA – South Yorkshire Mayoral Combined Authority

SCR – Sheffield City Region

DfT – Department for Parking

TCF – Transforming Cities Fund

8. LIST OF APPENDICES

Appendix A: Barnsley Car Parking Strategy 2024 – 2029

Appendix B: Car Parking Service Delivery Action Plan

Appendix C: Financial implications

9. BACKGROUND PAPERS

If you would like to inspect background papers for this report, please email governance@barnsley.gov.uk so that appropriate arrangements can be made.

10. REPORT SIGN OFF

Financial consultation & sign off	Senior Financial Services officer consulted and date. Appendix C
Legal consultation & sign off.	Legal Services officer consulted and date. Andrew Perriman 31 May 2024

Report Author: Andrew Simpson
Post: Head of Commercial & Operational Service Support
Date: 24/05/2024