

**PURPOSE:** Key decision**MEETING:** Cabinet**DATE:** 04 October 2022

TITLE	Parking Tariff Review 2022-23 (Controlled Parking Zone (City Centre) and Off Street Car Parks)			
Ward(s)	Hotwells & Harbourside, Central, Ashley, Clifton & Lawrence Hill.			
Author: Sarah Clark	Job title: Parking Business & Permit Team Manager			
Cabinet lead: Cllr Alexander, Cabinet Member for Transport.	Executive Director lead: Stephen Peacock, Executive Director, Growth & Regeneration.			
Proposal origin: BCC Staff				
Decision maker: Cabinet Member				
Decision forum: Cabinet				
Purpose of Report:				
<ol style="list-style-type: none"> 1. To seek approval to increase parking tariffs in the Central Controlled Parking Zone (CPZ) and the Council's off-street car parks as laid out in this report and Appendix A. 				
Evidence Base:				
<ol style="list-style-type: none"> 1. Parking tariffs are controlled under the Road Traffic Regulation Act 1984 and subsequent Traffic Management Act 2004. This Act states that increases to on and off-street parking spaces controlled and managed by local authorities are only permissible if the increases are to secure a legitimate traffic related objective. 2. The last change to on street parking tariffs in the CPZ and to city centre car park tariffs was an inflationary increase approved by Cabinet in December 2020 and implemented in July 2021. District car park tariffs have not been changed since their introduction in early 2020. 3. This report seeks approval for a policy-based increase that also reflects the impact of inflation on the rising costs of the provision and enforcement of on and off street parking. The proposed changes aim to further support the stated policy objectives of: <ol style="list-style-type: none"> a. Encouraging modal shift away from private vehicles in favour of more sustainable modes of transport such as walking, cycling, public transport and park and ride. b. supporting leisure and retail sectors by facilitating the provision of cheaper short stay parking. 4. While the Council is disappointed that public transport costs have increased, it is also important that parking charges remain relative to the cost of public transport in order to encourage the modal shift away from the private car. 5. The proposed changes also seek to further support Air Quality improvements and will complement the introduction of the Clean Air Zone. 6. On street parking tariffs currently encourage turnover of short stay spaces to promote short stay leisure and retail use. The historic tariff structure does this by setting different maximum stay periods of 1, 2 or 4 hours, each of which has a different hourly rate with 1 hour being the most expensive at £4/hr and 4 hour being the least expensive at £1.50/hr. This tariff review will increase the hourly rate for both the 2 hour and 4 hour zone to £3/hr. The 1 hour zone will be held at £4/hr at this time. 7. On street and off street evening tariff (any period after 6pm) will increase from £3.50 to £4.00. 8. On street and off street overnight tariff (any period after 6pm through to 9am the next day) will increase from £5.00 to £5.50. 9. Off street car parking tariffs in the CPZ are variable: <ol style="list-style-type: none"> a. Shorter stay parking will generally increase from £1.50/hr to £2.50/hr (which is less than the equivalent on street rate in order to encourage the use of off street facilities), and long stay parking will increase from £13.50 to £18.00. b. Queen Square and Brunswick Square tariffs will mirror the £3/hr on street tariff for consistency as it 				

- is difficult for customers to distinguish between on and off street spaces.
- c. The tariff structure at Frog Lane and Wapping Wharf car parks is anomalous with adjacent off street car parks. For example, the maximum stay at Frog Lane is currently 2 hours, but customers can stay for 5 hours at College Street. Similarly, Wapping Wharf has different tariffs on different days of the week and has a maximum stay of 3 hours compared to the 5 hours available at Maritime Heritage Centre. This proposal is that tariffs at these locations should be brought in line with adjacent locations, Frog Lane will follow the structure of College Street and Wapping Wharf will follow the structure of Maritime Heritage Centre (with the addition of a 1 hour stay and no coach parking or discounted rate for SS Great Britain customers). This will make our charges more transparent, more consistent and easier for the public to understand. These changes will be done as part of a second phase.
10. The chargeable district car park tariff will increase from 50p/hr to £1/hr. This 50p/hr increase is in line with the recent increase to on street pay & display tariffs in the adjacent Resident Parking Scheme areas.
 11. These proposals support the policy objectives as follows:
 - a. Short stay parking will continue to be supported as the cost of parking for the shortest stay will not change.
 - b. Those staying for 4 hours will be encouraged to park off street, in car parks where the long stay tariff is more cost effective - this will reduce congestion on street, will reduce circling traffic and will further drive improvements in air quality.
 - c. The overall increase in costs will continue to promote modal shift whilst continuing to provide cheaper short stay parking for leisure and retail use and to support the night-time economy.
 12. Permit and pay and display charges in the Residents' Parking Scheme areas is out of scope of this report.
 13. The overall proposal represents a c16% increase in income, allowing for between 10-20% of behavioural change and supports the delivery of budget item GR11 which was approved by full council as part of the February 22 budget setting process.
 14. Apart from Frog Lane and Wapping Wharf car parks (see point 15 below), all the parking tariffs described in this report and Appendix A are a direct uplift to pricing structures within existing Traffic Regulation Orders (TROs) and can therefore be introduced via 'a notice of variation' (NoV). The NoV process enables Local Authorities to vary existing parking charges to come into effect 21 days after publishing a notice of the proposed charges in the local press and on-site where mandated by regulations. The NoV process does not invite the public to object to advertised tariff changes. In line with the recent RPS tariff change, advertising of these changes will be done through the formal placements of adverts in the Bristol Post, and by using the Council's website, social media feeds and RingGo messaging to promote the changes to a wider audience. To minimise resource overheads, we will not be placing on-street notices. This work will be scheduled as soon as possible.
 15. The proposed changes at Frog Lane and Wapping Wharf car parks will be subject to statutory consultation as part of the process to change the TRO that regulates the parking tariffs. The public will be invited to comment because the proposed changes are new tariffs and are not a direct uplift to existing tariffs. Subject to that consultation, the full tariff change process is likely to take at least 6 months to complete and we expect consultation to take place in Q4 2022-23, however the Council is mindful of the current closure of Gaol Ferry Bridge and its proximity to Wapping Wharf car park and will take this into consideration when deciding when to implement any changes.

Cabinet Member / Officer Recommendations:

The Cabinet:

1. approve the parking tariff changes in the Central Controlled Parking Zone and the council's off street car parks as laid out in this report and Appendix A.
2. authorise the Executive Director Growth and Regeneration in consultation with the Cabinet Member for Transport to undertake the necessary statutory procedures to implement these changes as outlined in this report and in Appendix A.
3. note that as part of the implementation of the second phase, the off Street Parking Order will be consolidated and will be updated to reflect minor changes to terminology, definitions, times & permits to reflect current operating procedures and current technology.

Corporate Strategy alignment:

The One City Plan states:

1. Bristol will be well-connected with digital services and transport that is efficient, sustainable and inclusive; supporting vibrant local neighbourhoods and a thriving city centre.
2. Bristol will be a sustainable city, with low impact on our planet and a healthy environment for all.
3. Transport is healthy, active, sustainable, safe and enables easy movement throughout the city.
4. The city is well connected, supporting access to employment, education and services for all

City Benefits:

1. With a reduction in parking spaces to promote active and sustainable travel in response to Covid 19, and the forthcoming Clean Air Zone, the effective management of our parking estate is important.
2. Rationing parking is an important tool in the promotion of leisure and retail economies as it maximises the turnover of spaces, whilst pricing strategies for longer stays encourage greater use of public transport, walking and cycling.
3. Improvements in air quality will benefit all citizens, but particularly those that live or work in or near the city centre.
4. Pricing strategies that promote a turnover in spaces also improve access for those who rely on the private car such as Blue Badge holders, who will continue to be able to park for free.

Consultation Details:

1. The NOV for the main tariff changes are expected to be placed in November/December 2022, with the changes to be implemented in January/February 2023.
2. The consultation for the changes to the TRO covering Wapping Wharf & Frog Lane is expected to begin in Q4 of 2022-23.

Background Documents:

The Council is under a ministerial direction to improve air quality and is implementing a Clean Air Zone in November 2022. For further information see <https://www.cleanairforbristol.org/caz/> or www.bristol.gov.uk/caz.

Bristol City Council's Transport policy aims to encourage more sustainable modes of transport such as walking, cycling, public transport and park and ride. Long-stay parking charges need to be set at such a level to encourage modal shift. The policy also aims to encourage retail and leisure activities by offering short stay parking whilst supporting the need for greater utilisation of sustainable transport. <https://www.bristol.gov.uk/council-and-mayor/policies-plans-and-strategies/bristol-transport-strategy>

The West of England Joint Local Transport Plan 4 (2020 -2036) (JLTP 4) (<https://travelwest.info/projects/joint-local-transport-plan>) sees parking controls as a key element in controlling the demand for car parking. The plan states that parking controls (including charges) will be structured to support short stay retail, leisure and business trips to central areas.

National policy relating to tariff variations states that they can be levied pursuant to Orders and Notices made under the Road Traffic Regulation Act 1984. Whilst the Act is not a revenue raising one, increases in on and off-street parking charges are permissible where the dominant purpose is to secure legitimate traffic management related objectives.

Revenue Cost	c£50k	Source of Revenue Funding	General Car Parks budget will cover cost of TRO changes and signage changes.
Capital Cost	N/A	Source of Capital Funding	N/A
One off cost <input checked="" type="checkbox"/>	Ongoing cost <input type="checkbox"/>	Saving Proposal <input type="checkbox"/>	Income generation proposal <input checked="" type="checkbox"/>

Required information to be completed by Financial/Legal/ICT/ HR partners:

1. Finance Advice:

- a. The last amendment to on street parking tariffs in the Central Controlled Parking Zone (CPZ), city centre car park tariffs and district car park tariffs was in 2020.
- b. This report is seeking approval for a policy-based increase in car park tariffs, to ensure they remain relative and continue to achieve their purpose to encourage more sustainable modes of transport, aimed at reducing travel into the city centre and improving the air quality. While the increase is policy based, it will also address the inflationary pressures currently impacting council services.
- c. These amendments will standardise many of the parking charges, ensure the service delivers on the approved budget and allows for behavioural changes in travelling to the city centre. The amendments can be seen in appendix A.
- d. The table (taken from appendix A) shows the approximate impact of the amendments:

Car Park Type	Annual income (current tariffs)	Tariff Increases	Approximate Annual Increase
	£'000		£'000
On Street	3,222	12%	374
Multi-Storey	3,498	11%	397
Surface	1,983	38%	761
District	84	100%	84
	8,788		1,617

- e. The financial impact is based on current customer behaviour, however, the decision to implement the changes may result in a change in customer behaviour, so the financial outcomes may be different. It is worth noting that revenue from on-street parking activities is ringfenced and can only be spent on transport related services i.e, other transport and highway related services, allowing improvements and investment in sustainable transport scheme and initiatives.
- f. Any additional costs implications are expected to be met from the Highways and Traffic Management revenue budget.

Finance Business Partner: Kayode Olagundoye, Interim Finance Business Partner, Growth and Regeneration – 14.08.2022

2. Legal Advice:

- a) The proposals in the report support the Council's stated policy objectives of long- term parking to be provided off-street, keeping the availability of short term on street parking to support leisure and retail visits and promoting modal shift to alternative sustainable means of transport.
- b) Regarding the changes to the TRO for Frog Lane and Wapping Wharf consultation for these proposals should occur when proposals are at a formative stage, give sufficient reasons for any proposal to permit intelligent consideration and allow adequate time for consideration and response. The consultation responses must be conscientiously taken into account in finalising the decision. There must be clear evidence that the decision maker has considered the consultation responses, or a summary of them, before taking its decision.

Legal Team Leader: Joanne Mansfield – 15th August 2022

3. Implications on IT: "I can see no implications on IT in regards to this activity".

IT Team Leader: Gavin Arbuckle – Head of Service Improvement and Performance – 02.08.2022

4. HR Advice: "I have reviewed the report and can confirm that there are no HR implications evident in the proposals".

HR Partner: Chris Hather - 27.07.2022

EDM Sign-off	Stephen Peacock, Executive Director, G&R.	03/08/2022
Cabinet Member sign-off	Cllr Alexander, Cabinet Member for Transport Cllr Cheney, Dep Mayor and Cabinet Member for	18/08/2022

	City Economy, Finance and Performance	21/09/2022
For Key Decisions - Mayor's Office sign-off	Mayors Office	05/09/2022

Appendix A – Further essential background / detail on the proposal	YES
Appendix B – Details of consultation carried out - internal and external	NO
Appendix C – Summary of any engagement with scrutiny	NO
Appendix D – Risk assessment	YES
Appendix E – Equalities screening / impact assessment of proposal	YES
Appendix F – <u>Eco-impact screening/ impact assessment of proposal</u>	YES
Appendix G – Financial Advice	NO
Appendix H – Legal Advice	NO
Appendix I – Exempt Information	No
Appendix J – HR advice	NO
Appendix K – ICT	NO
Appendix L – Procurement	NO