

Report title: Car Parking charges and restrictions for Resident Parking Permits and currently free off-street car parks.

Meeting	Cabinet
Date	08 October 2024
Cabinet Member (if applicable)	Cllr Munir Ahmed
Key Decision Eligible for Call In	Yes Yes

Purpose of Report

Following a review of the feedback on draft proposals to introduce charges and restrictions for resident parking permits and currently free car parks, it was agreed that Cabinet would reconsider options.

This report is seeking approval of a new set of proposals, developed after consultation with local residents, businesses, elected councillors and local organisations in recent months.

Recommendations

Cabinet are asked to:

- Consider and approve the resident and visitor permit parking proposals that are included at **Appendix 1** to this report are implemented as soon as possible.
- Note and consider the findings of the Integrated Impact Assessments.
- Approve the new parking charges / tariffs and restrictions, including 2 hours free parking charges, in 15 car parks as set out in **Appendix 2** to this report, with implementation as soon as possible, and annual charges for residential parking permits.
- Approve that the existing Traffic Regulation Order (TRO) is amended, as advertised, to enable changes to the application for and issue of permits, including the introduction of ‘virtual permits’, negating the need for a physical permit to be displayed in the vehicle.
- Delegate future decision-making regarding revisions to parking charges to the relevant Executive Director, in consultation with the relevant Portfolio holder.

Reasons for Recommendations

The revised proposals have been developed to take into account perspectives raised during the statutory consultation processes.

The proposals in this report do still seek to meet the parking needs of shoppers, commuters, residents and visitors, providing short and long stay off-street parking and on-street permit parking for residents and visitors. Proposed off-street parking charges are in line with existing charges in other Council car parks across the district.

The proposals in this report seek to contribute to relieving and preventing traffic congestion and local traffic management.

The proposals, if approved, do seek to achieve additional income, as agreed in the budget set by Cabinet on 6 March 2024, subject to compliance with the Road Traffic Regulation Act 1984.

Kirklees Council has the legal power to impose charges for parking and waiting restrictions in Council operated car parks, as well as designating parking places on the highway and charging for the use of them. Under the Council's Financial Procedure Rules, fees and charges must be reviewed at least once per annum. This report includes the proposal to review fees and charges annually in future, under delegated authority to the relevant Executive Director.

Resource Implication:

There is currently £1.004m additional income target, specific to new parking charges and residents parking permits, budgeted in the Council's Medium Term Financial Strategy, as approved by Council on 6 March 2024.

The proposals seek to generate £431k to contribute to the income target, leaving a shortfall of £573k. The Council's Medium Term Financial Plan recognises the shortfall.

The proposed charges seek to extend the comparable rate for parking charges / tariffs across the district, reducing the gap between charges in Kirklees and the rest of the region.

The proposed introduction of an annual charge of £35 per permit (resident) and £60 per permit (visitor) in all residential permit zones across the district equates to less than 68 pence per week per permit (resident).

The proposed introduction of charges in 15 currently free car parks seeks to address concerns raised locally about the impact of charging in currently free car parks.

The proposal seeks to address the provision of free permits for visitors and the one-off charge of £15 that do not enable cost recovery of service provision, enforcement or enable up-to-date record keeping.

Date signed off by Executive Director & name

Give name and date for Cabinet / Scrutiny reports

David Shepherd 17.10.2024

Is it also signed off by the Service Director for Finance?

Give name and date for Cabinet reports

Kevin Mulvaney 17.10.2024

Is it also signed off by the Service Director for Legal and Commissioning (Monitoring Officer)?

Give name and date for Cabinet reports

Samantha Lawton 17.10.2024

Electoral wards affected: All wards.

Ward councillors consulted: Yes.

Public or private: Public.

Has GDPR been considered? Yes. This report contains no information that falls within the scope of the General Data Protection Regulations.

1. Executive Summary

Kirklees Council operates off-street car parks, on-street parking bays and residential permit parking areas across the district. Parking charges / tariffs are levied in some car parks across the district, with other car parks being free of any charges currently.

1.1 Resident and Visitor Permit Parking

'Residential permit parking' schemes are introduced in areas where residents have difficulty parking within the vicinity of their home for the majority of the day. Residents apply for a permit for each vehicle registered at their property, plus visitor permits. A 'residential permit parking' scheme does not guarantee parking space will be available to allow residents to park on their street.

Residential parking permits are currently charged at a one-off fee of £15 per permit, remaining valid for as long as the vehicle is registered to the owner at that address. Visitor permits are issued to occupants of a specific property and are for use by their visitors when on the premises. Each property can currently have an 'open' visitor permit that is free of charge and valid for as long as you live in the property. A second 'annual open' visitor permit can currently be provided for £15 per annum (12 months).

Charges for residential parking permits have remained unchanged since 2014.

Consultation between November 2023 and February 2024 on the previous proposal to introduce permit charges of £50 received 565 individual objections and 3 petitions (totalling 409 signatures).

In response to the objections, the Council has reviewed and revised the proposal.

The proposed charges are £35 per resident permit per year (no limit per household) and £60 per visitor permit per year (maximum of 2 per household). A 30% discount on proposed charges will be available to Kirklees Passport Holders.

It is intended to introduce a 'virtual' permit scheme in future, negating the need for a paper permit to be displayed, enabling Civil Enforcement Officers (CEOs) to view permit holder data on existing hand-held devices and for residents to easily review and change relevant details. The virtual or 'digital' parking permit system will be more secure, reliable and will enable residents to take control of their own permits and visitor permits, amending details to suit their own needs.

1.2 Car Parking Charges

In November 2023, Cabinet approved the introduction of new parking charges and that a statutory consultation process be commenced in relation to new charges. Further decision-making on car parking charges was delegated to Cabinet Committee Local Issues (CCLI) at that time. The statutory consultation and advertising period requested by Cabinet commenced on Thursday 11 April 2024, ending on Thursday 2 May 2024.

The consultation and advertising exercise resulted in 3231 individual objections and 11 petitions (totalling 15,170 signatures). 1 of the 11 petitions objected to both permit parking charge increase and introduction of charges to off-street car parks.

In response to the objections, the Council has reviewed and revised the proposal.

It is proposed to introduce parking charges and restrictions in 15 of the 56 car parks that are currently free of charge. Those charges will be consistent with car parking charges in other Council-owned car parks.

It is also proposed to introduce 2 hours free parking in these 15 car parks.

The 15 car parks identified (**Appendix 2**) are those across the district with over 25 parking spaces. This proposal does not seek to introduce charges in car parks of less than 25 parking spaces.

1.3 In March 2024, CCLI approved the uplift of existing parking charges / tariffs for both on-street and off-street parking areas in Huddersfield, Dewsbury and Holmfirth – towns where charges are made for on and off-street parking.

1.4 This report is presented on completion of two statutory consultation processes in relation to 1) proposed amendments to Traffic Regulation Orders, specific to charges relating to Residential Parking Permits, at various on-street locations across the district, and 2) the introduction of parking charges and waiting restrictions to Council-owned car parks where it is currently free to park.

It is proposed that all charges would be subject to future annual increases, in line with delegations in the Council's Financial Procedure Rules.

2. Information required to take a decision

2.1 The statutory consultation processes followed the Traffic Regulation Order framework, using the Council's powers within the Road Traffic Act 1984.

2.2 Resident and Visitor Permit Parking

Residential permit parking schemes are in place across the district where residents and local councillors have identified difficulties parking within the vicinity of residential properties. Schemes are used in residential areas where it can be shown that a nearby business sports facility hospital university or shopping area impacts on the ability of local residents to park in reasonably close proximity to their home for the majority of the time.

It is the responsibility of the resident to apply for parking permits to use in the respective permit parking area. permits will not be issued to vehicles over 3.5 tonnes. anyone over the age of 17 years who can prove that they are resident within the permit scheme area will be eligible to apply for a parking permit.

A Delegated Decision notice (DDN) to apply annual charges for residential parking permits and permits for electric vehicles was first published on 09 August 2023 with a decision date of 04 October 2023. Changes to the relevant Traffic Regulation Orders (permits) and completion of the statutory consultation processes means the decision on charges for residential parking permits can now be considered by Cabinet.

Charges for permits for electric vehicles were introduced in late 2023. Introduction of charges for residential permits, permit expiry dates and the option of 'virtual permits' require changes to the TRO, under the Road Traffic Regulation Acts.

Traffic Regulation Order No 18 was advertised, giving notice of changes to Traffic Regulation Orders (No 6, 17, 20, 4, 7, 13) and Consolidation Orders 2017 (6 No) affecting wards across Kirklees. Public notices were placed in the Huddersfield Daily Examiner and the Dewsbury Reporter on 16 November 2023.

Traffic Regulation Order (No 18) was advertised for the statutory 21-day period on 16 November 2023 and the objection period ended on 11 December 2023. A further consultation period commenced on 18 January 2024, closing on 09 February 2024, providing a consultation period for residential properties not adequately reached by 11 December 2023.

The Council consulted all existing permit holders between November 2023 and February 2024 and advertised its intention to increase permit charges to £50 per permit per year for all permit types, during November to December 2023. 565 individual objections and three petitions totalling 409 signatures were received to the proposals. (**Appendix 3** shows a summary of objections).

In response to the objections, the Council has reviewed and benchmarked its proposed charges and as a result has amended the proposed permit charges and introduced a discount for eligible Kirklees Passport Holders.

The proposed charges are £35 per resident permit per year (no limit per household) and £60 per visitor permit per year (maximum of 2 per household). A 30% discount on proposed charges will be available to eligible Kirklees Passport Holders, making the proposed charge for resident permits £24.50 and visitor permits £42.

Benchmarking of other charges made for residential parking permits by other local authorities has been undertaken to enable comparison regionally.

Bradford	£35
Calderdale	£35
Leeds	details not published
Wakefield	details not published
York	£109.95 (standard rate)
Sheffield	£55.80 / £111.60 / £310 (city centre)
Newcastle	£25 - £75
Doncaster	£27
Barnsley	£26 / £52
Rotherham	£17.50
Gloucester	£63.60 / £127.35

Current residential permit types and current charges, where applicable, the proposed and the revised charges are shown in **Figure 1**,

Figure 1 Table of Residential Permit types:

Permit type	Current charge	Previous proposed charge	Revised charge
Specific Residential Parking Permits (Resident Permit) (specific to vehicle registration – no limit per household)	£15 one-off fee	£50 per permit per year	£35 per permit per year (£24.50 per permit eligible Kirklees Passport Holder)
Annual Open (Visitor) Permits (Visitor Permit) (max. of x2 per households)	£15 per year	£50 per permit per year	£60 per permit per year (£42 per permit eligible Kirklees Passport Holder)

Open Visitor Permits (limit of x1 per household)	Free of charge (permit for life / at that property)	(permit to be removed / not provided in future)	
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Charges will be introduced as soon as possible, after which time failure to purchase a valid parking permit will result in a parking fine or Penalty Charge Notice (PCN) being issued.

A parking permit will be valid for 12 months from the date of purchase. Residents will be required to apply for resident permits (for vehicles registered to your address) and visitor permits (for anyone visiting your property). Residents will be able to change the details of visiting vehicles online without having to contact the Council or wait for permits to be manually processed or amended.

A virtual or digital permit will replace the need to display a paper permit in the vehicle. This process will make the resident parking permit system more secure, reliable and will enable residents to take control of their own permits and visitor permits, amending details to suit own needs. Civil enforcement officers will

Permit parking schemes can be reviewed and potentially removed if requested by over 50% of local residents within the scheme or by the majority of their local Ward Councillors. There is a cost implication to the Council to do this therefore would be done as budgets allow. If removed, a permit parking scheme would not be considered for re-introduction for a minimum of 2 years.

2.3 Car Parking Charges

The statutory consultation proposed the introduction of parking charges in 57 car parks across the district. Whilst the Notice of Proposals listed 57 car parks, the consultation process concluded that 1.no car park is no longer in Council ownership.

The consultation and advertising exercise resulted in 3231 individual objections, and 11 petitions (totalling 15,170 signatures). 1 of the 11 petitions objected to both permit parking charge increases and introduction of charges to off-street car parks. (**Appendix 4** shows a summary of objections).

In response to the objections, the Council has reviewed and revised the proposal, reducing the number of car parks it intends to introduce charges to. Those proposed charges will be consistent with car parking charges in other Council-owned car parks.

It is proposed to introduce parking charges and restrictions in 15 of the 56 car parks that are currently free of charge. The 15 car parks identified for the introduction of charges are car parks with more than 25 parking spaces. The 15 proposed car parks vary in capacity from 28 spaces to 140 spaces. The proposal to introduce 2 hours free parking and parking charges in 15 car parks is based on car park size and capacity, not location.

Car parks with fewer than 25 parking spaces have been removed from the revised proposal. Car parks over 25 spaces are operationally more viable to manage as pay and display car parks, with revenue potential, managed set-up cost and economies of scale for ongoing management, maintenance and enforcement.

It is also proposed to introduce 2 hours free parking in these 15 car parks. This proposal offers several benefits, meeting the needs of those making quick shopping trips, attending medical appointments and visiting local businesses. Longer stays will be chargeable for short and long stays at 80p per hour.

Waiting restrictions in car parks will be changed to enable the introduction of 2 hours free parking and charges thereafter. (See **Appendix 2**)

Pay and display machines will be installed in car parks with more than 50 parking spaces and will accept payment for parking by credit / debit card only. Payment for parking in car parks of less than 50 parking spaces will be by pay by phone, using a smartphone app, calling, text message or via the website. Those wishing to benefit from 2 hours free parking will be expected to display a valid ticket from the machine (if machine is available) or log 2 hours free parking using the smartphone app.

Charges and restrictions will be introduced as soon as possible, to the 15 car parks listed in Appendix 2. Failure to pay for or register for 2 hours free parking, after this time, where charges are introduced, will result in a parking fine or Penalty Charge Notice (PCN) being issued.

3. Implications for the Council

3.1 Council Plan

- The introduction of administrative charges for residential permits and parking charges in 15 currently free car parks seeks to address the Council's financial position and contribute to the income target agreed by Cabinet in March 2024.
- The introduction of 2 hours free parking in 15 car parks supports retail, trade and encourages rotation / capacity.
- A discounted cost for residential parking permits for Kirklees Passport holders seeks to mitigate the financial impact on some households.
- Cashless payments will make the delivery of pay and display parking more efficient, negating the need to collect and process cash payments from additional locations across the district.
- Virtual permits will make the administration of permit schemes more efficient and will enable residents to update vehicle registration details online and at any time. This supports the Council's ambition for digital improvements to enhance the experience of self-service for residents and customers, and reduced paper permits for a more environmentally friendly system.
- Virtual permits also reduce the risk of parking permit fraud, with applications processed securely online.
- Parking provision is an important part of the Local Transport Strategy in meeting needs of retail, commuter and visitor purposes, and a mix of long stay and short stay parking provision intends to meet different needs. Charges levied may also encourage use of alternative transport locally.
- The introduction of parking charges is consistent with tariff/charges levied in other Council car parking spaces across the district and region.
- The Council will not undertake improvement works in the remaining free car parks

3.2 Financial Implications

Resident and Visitor Permit Parking

The proposals seek to introduce a revised administrative charge of £35 per permit (residents) and £60 per permit (visitor), charged annually where a permit is applied for.

The annual administrative charge will seek to recover costs incurred, including permit system administration, enforcement activity, and signing and lining in permit areas.

The estimated additional income from the introduction of administrative charges for resident and visitor parking permits is £279,110. (Financial projections assume 90% of existing permit holders

purchase a resident permit, 34% of permit holders purchase a 2nd resident permit and 10% of permit holders purchase a visitor permit).

The introduction of virtual or digital parking permits seeks to reduce operational and environmental costs of producing paper permits. An upgraded permit management system is being developed to ensure compliance with data management regulations. Virtual or digital parking permits also seek to reduce the risk of parking permit fraud as the need for paper copies is ceased.

Car Parking Charges

The proposals seek to introduce a comparable rate to 15 currently free car parks, consistent with parking charges / tariffs across the district. Long and short stay parking spaces will be available throughout the district to meet the needs of commuters, the retail sector, tourism and residents.

The estimated additional income from the introduction of charges in 15 car parks is £152,588 per annum. (Financial projections assume parking charges introduced at existing Kirklees comparable rates i.e., 80p per hour short stay, £3.20 (4 hours), £6.50 (long stay) and 20% occupancy rate).

The proposed charges do not generate sufficient income to meet the additional income target, as agreed in the budget, set by Council on 6 March 2024.

As per 3.3 below, the Council must spend surpluses which must not be deliberately created on the provision of specific services and improvements locally to the extent permitted by the RTRA 1984 .

Introduction of parking charges in currently free car parks will result in the payment of business rates, a cost implication for the Council, estimated to be in the region of £60k.

Introduction of parking charges in currently free car parks will require the installation of parking machines where required, changes to signage, updates to web-based information and deployment of civil enforcement officers to enforce new restrictions.

Free on-street parking remains in all areas of Kirklees.

3.3 Legal Implications

3.3.1 Under section 45(1) of the Road Traffic Regulation Act 1984 (the 1984 Act), the Council may designate parking places on the highway and to charge for their use. Section 45 (2) enables the Council when making an order, to designate a parking place for use by such persons or vehicles as may be authorised for the purpose by a permit. Under section 45(2) (b), the Council may charge for the issue of parking permits as prescribed in the order.

3.3.2 Under section 45 (3) of the 1984 Act, in determining what parking places are to be designated by order under section 45 the council must consider both the interests of traffic and those of the owners and occupiers of adjoining property, and in particular must have regard to.

- a) The need for maintaining the free movement of traffic;
- b) The need for maintaining reasonable access to premises;
- c) The extent to which off street parking accommodation, whether in the open or under cover is available in the neighbourhood or the provision of such parking accommodation is likely to be encouraged there by the designation of parking places under section 45.

3.3.3 Section 46 of the 1984 Act covers charges at, and regulation of, designated parking places and for regulating the grant, revocation and surrender of any permit mentioned in section 45 (2) (a)

, and the issue of such permit or ,or payment of any charge in connection with the issue or use of the permit .Section 46A of the 1984 Act provides for variation of existing charges by notice .

3.3.4 When setting parking charges, including permit charges, it must exercise its functions in accordance with Section 122 of the 1984 Act so far as practicable having regard to matters in section 122(2) 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”. The matters referred to in section 122 (2) (i.e., “traffic management purposes”) are as follows:

- a) the desirability of securing and maintaining reasonable access to premises;
- b) the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
- c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- d) any other matters appearing to the local authority to be relevant.

3.3.5 The legal powers for local authorities to provide and charge for car parking are set out in the 1984 Act. There are different statutory provisions which apply to on-street and off-street parking. This report relates to off-street car parking arrangements.

3.3.6 “Section 32 Power of local authorities to provide parking places.

(1) Where for the purposes of relieving or preventing congestion of traffic it appears to a local authority to be necessary to provide within their area suitable parking places for vehicles, the entitled to use it, local authority,...(a) may provide off street parking places...”

3.3.7 Section 35 of the RTRA provides the legal power to charge for the use of off street car parking;

“ Section 35 Provisions as to the use of parking places provided under s.32 or s.33.

(1) As respects any parking place –

- (a) Provided by a local authority under s 32, or
- (b) Provided under any letting or arrangement made by a local authority under s 33(4), the local authority, subject to Parts I to III of Schedule 9 to the RTRA, may by order make provision as to –
 - (i) the use of the parking place, and in particular the vehicles or class of vehicles which may be entitled to use it,
 - (ii) the conditions on which it may be used,
 - (iii) the charges to be paid in connection with its use (where it is an off-street one).”

3.3.8 The Council must act only for the purpose for which the legislative power was granted. In the context of the 1984 Act this is the purpose in section 45; Section 32; Section 35 and Section 122(2). The 1984 Act is not a revenue raising Act and is not a fiscal measure. The 1984 Act does not expressly stipulate the level of, for instance, permit charges or car park charges but the Council must act reasonably and rationally for traffic management purposes and relieving or preventing traffic congestion and not maximising revenue. It can set charges to cover administering the scheme and enforcement, encouraging vehicles off street and any relevant traffic management policies /strategies. However, it should be noted that it is not lawful to have regard to wider transport purposes listed in section 55(4) of the 1984 Act which only relates to the use of surpluses on the ring-fenced parking account which is the

excess beyond what is required. The council is not limited to charging only to cover base costs of running the permit scheme or Council car parks. The Council must act reasonably and budgeting for a surplus may be reasonable to allow for shortfalls, in other years, payment of capital charges and allow for unforeseen expenses.

- 3.3.9 The Council must keep a ring fenced parking account under section 55 of the 1984 Act of its income and expenditure in respect of designated parking places in the highway including for use under residential permit schemes (as well as pay and display places for the general public).the courts have ruled that it is unlawful to set charges for intentional revenue raising purposes and charges may not be set in order to create or increase a surplus and then transfer it to the General Fund in order to meet the cost of its other transport functions (i.e. road maintenance ,concessionary fares ,transport foe SEN pupils ,etc) This does not mean the parking scheme must be revenue neutral . Charges which lead to modest surpluses incidentally for lawful purposes in section 122 and not the primary motive may be permissible. Section 55(4) stipulates that any surplus not necessary for further off-street parking, can only be used for statutory purposes - costs incurred in the provision of passenger transport services; highway or road improvement projects and environmental improvements.
- 3.3.10 The proposals to increase permit charges and introduce at a future date a virtual permit involve amendments to existing Traffic Regulation Orders under schedule 9 to the 1984 Act and the Local Authorities Traffic Orders (Procedure) (England and Wales) regulations 1996 (as amended) .The proposals have been advertised and included a [21] day statutory consultation period for objections in accordance with schedule 9 to the 1984 Act and the 1996 regulations .
- 3.3.11 The Council consulted in accordance with the 1984 Act and the Local Authorities Traffic Orders (England and Wales) Regulations 1996 in relation to introducing car park charges at free car parks. Consultation must be done at a formative stage so as to enable responses to influence the decision ; it must be procedurally fair and comply with the statutory requirements such as the provision of a statement of reasons to allow an intelligent response and the results of the consultation must be conscientiously considered with an open mind before finalising the proposals and whether to make the TRO as advertised or with modification or not to proceed with the TRO .
- 3.3.12 The Council must act Wednesbury reasonably in public law terms. This means exercising its statutory powers for the purpose for which the power was conferred by Parliament. It must act rationally having regard to all relevant matters and ignoring irrelevant considerations to mitigate the risk of a legal challenge to the High Court.
- 3.3.13 The Council must have regard to its Public Sector Equality Duty under Section 149 of the Equality Act 2010 before making any decision.

3.4 **Other (e.g. Risk, Integrated Impact Assessment or Human Resources)**

Resident and Visitor Permit Parking

A Stage 1 IIA has was completed in June 2024 in relation to the proposed amendments to the residential permit parking charges. This was completed as a result of responses received during the consultation process, and the IIA can be viewed [here](#). A further IIA was completed in relation to the revised proposals and can be found [here](#).

It was considered there was medium impact on some protected characteristics groups. The impact was assessed to be negative. Residents therefore who meet the criteria for a Kirklees Passport would be eligible for a 30% reduction for the cost of each permit.

Car Parking Charges

A Stage 1 IIA was completed in September 2023 in relation to the review of parking tariffs / charges including the introduction of charges in car parks that are currently free of charge, which can be viewed [here](#).

At that stage, no groups were consulted. It was considered there was neutral impact on protected characteristics groups. The impact on the environment was assessed to be positive, with changes to charges encouraging more sustainable transport choices.

As a result of responses received during the consultation process, a further IIA has been completed, specific to the introduction of charges in car parks that are currently free of charge, which can be viewed [here](#).

Failure to implement these charges will result in a further estimated £431,698 per annum income shortfall.

4 Consultation

Resident and Visitor Permit Parking

6500 households have received a letter, explaining the changes to the residential permit parking scheme. The letter outlined the proposed changes, specifically the intention to introduce an expiry date 12 months after issue, the intention to charge an administration charge of £50 per permit per annum and the proposal to introduce 'virtual' permits in future.

All 69 ward councillors were informed at the start of the consultation process.

Parish and Town Councils were informed at the start of the consultation process.

Notices were placed in the local press on 15 and 16 November 2023.

593 responses were received in relation to the proposed changes. 95% of responses objected to the proposed changes to the administrative charge. 3 (three) petitions have been received in relation to the proposed changes, totalling 589 signatures.

The three most common recurring objection themes were:

Issues with the amount of the charge,

The respondent already facing cost of living pressures, and

Issues with the suggestion of having to pay for parking outside of their own home.

15 objection themes were identified in the objections received within the statutory period. See **Appendix 3** for a summary of consultation responses received.

Some objections highlighted specific concerns regarding localised residential parking permit areas, indicating a permit area was no longer required.

These objections have influenced the revised proposals in this report, to reduce the proposed charge for resident parking permit and to offer a discounted rate to Kirklees Passport holder, seeking to mitigate the financial impact on those facing cost of living pressures.

Car Parking Charges

Environment and Climate Change Scrutiny Panel – 6 December 2023.

<https://democracy.kirklees.gov.uk/ieListDocuments.aspx?CId=797&MId=7442>

Resolved: the decision taken in relation to car parking charges be freed for implementation.

69 Ward Councillors informed at start of consultation process.

Parish and Town Councils were informed at the start of the consultation process.

Notices placed in local press and car parks (April 2024).

Concerns were raised prior to the consultation process starting in April 2024, from residents, local business and elected councillors. These concerns included petitions, received in Council meetings and direct to the Council. Some concerns were raised during the consultation period in April and May 2024. See **Appendix 4** for summary of consultation responses received before, during and after the 21-day consultation period.

These objections have influenced the revised proposals in this report, to reduce the number of car parks in which the introduction of charges is proposed to 15 car parks. Also, to introduce 2 hours free car parking in those car parks.

5 Engagement

There has been engagement with ward councillors whose wards include the 15 car parks and residential permit parking schemes.

There is ongoing engagement with the Senior Leadership Team at Kirklees Active Leisure (KAL) regarding car parking, proposed charges and what is important to KAL and their members.

Engagement with elected councillors and MPs has been ongoing throughout the process, with dialogue in ward meetings, briefings or email correspondence.

Engagement with Birstall Chamber of Trade, Dewsbury Chamber of Trade and Town and Parish Councils, WYCA.

There is ongoing discussion with colleagues in the Council regarding strategic transportation, asset management and air quality / climate change – and the role of parking and parking charges.

Cabinet members have been engaged throughout.

6 Options

6.1 Options Considered

Resident and Visitor Permit Parking

1. Implementation of proposal to introduce an annual administrative charge of £50 per permit – resident or visitor.
2. Implementation of proposal to introduce an annual administrative charge of £35 per resident permit and £60 per visitor permit (recommended option).
3. Introduce a reduced parking permit charge for Kirklees Passport holders; offering a 30% reduction in charge to eligible Kirklees Passport holders. (Reduced permit charge for 24/25 would be £24.50 per year, instead of £35 per year). (recommended option).
4. Retain the current (2014) charging model of £15 one-off charge.
5. Remove all permit parking areas.

Car Parking Charges

1. Over-rule objections and introduce parking charges in all Council operated car parks that are currently free of charge to park in.
2. Over-rule objections and introduce parking charges in the 15 of the larger Council operated car parks that are currently free of charge to park in (recommended option).
3. Introduce 2 hours free parking in 15 car parks that are currently free of charge (recommended option).
4. Retain current free parking provision in currently free of charge car parks.

6.2 **Reasons for recommended Option**

Recommended option for Resident and Visitor Permit Parking – Option 2 & 3 combined

These recommendations have been made to balance the feedback received from the consultation exercise with the financial and operational challenges the current charging regime presents. The use of residential parking permits is an important one, helping to resolve local parking problems that detrimentally affect some areas. However, given the current financial climate, it is important that this is done sustainably and is not subsidised by other residents who are not impacted or benefit from each scheme.

It is also important that we recognise the outcomes of the IIA and mitigate the impact on those with low income. Including the discount scheme linked to the Kirklees Passport achieves this.

Recommended Option for Car Parking Charges - Option 2 & 3 combined

To expand the parking charges and restrictions to a further 15 car parks outside of the existing towns of Huddersfield, Dewsbury and Holmfirth would enable the parking service to contribute to the income target agreed by Cabinet in March 2024 consistent with relieving congestion and traffic management purposes and the costs of running the service /scheme .

Offering the first 2 hours of parking free in 15 car parks supports retail, encourages rotation in car parks and introduces a charge for commuter parking.

Expansion of the existing provision would enable a selection of car parks to remain free of charge for residents, visitors and business, whilst seeking to meet the budget savings set for the Parking Service.

Proposals for short stay and long stay will provide parking restrictions most suited to the location of each specific car park.

7 **Next steps and timelines**

If Cabinet approves the Officer recommendation for introduction of administrative and parking charges and parking restrictions in 15 car parks (as per **Appendix 2**), officers will:

- amend the administrative back-office system, software, and web-based information regarding parking permits.
- Amend the Kirklees Passport system administrative back-office system, software and web-based information.
- Complete the legal process of advertising the waiting restrictions for each of 15 car parks and make changes to the Traffic Regulation Orders, advertising the change for 21 days prior to implementation.

- Install parking machines for payment by card, where parking spaces are in excess of 50 spaces.
- Arrange for amendments to signage for each car park, to show daily car parking charges, restrictions and other essential information.
- Undertake maintenance works where required e.g. shrub maintenance in car parks.
- Make changes to web-based information and systems that enable payment by phone, app, phone call, text message or via the website.
- Introduce charges and restrictions as soon as possible.
- Revise charges annually as per Council Financial Procedure Rules.

8 Contact officer

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9 Background Papers and History of Decisions

Decision notice to introduce Annual Charges for Residential and Electric Vehicle Permits
<https://democracy.kirklees.gov.uk/ieDecisionDetails.aspx?ID=11313>

Cabinet Paper 21 October 2014 Title of report: Residential Parking Permits
<https://democracy.kirklees.gov.uk/Data/Cabinet/201410211600/Agenda/CABINET21101452168D.pdf>

Cabinet Decision Summary: To seek approval for revised permit changes in relation to Resident/Visitor parking permits.
<https://democracy.kirklees.gov.uk/Data/Cabinet/201410211600/Agenda/Cabinet20141021DecisionSummary.pdf>

November 2023 Cabinet – Revision of car parking tariffs / charges
<https://democracy.kirklees.gov.uk/ieListDocuments.aspx?CId=139&MId=7415>

March 2024 Cabinet Committee Local Issues
<https://democracy.kirklees.gov.uk/ieListDocuments.aspx?CId=142&MId=7427>

March 2024 Cabinet Committee Local Issues - decision
<https://democracy.kirklees.gov.uk/ieDecisionDetails.aspx?ID=11903>

10 Appendices

- Appendix 1 Permit renewals
- Appendix 2 Proposed car parks for introduction of charges and 2 hours free parking
- Appendix 3 Consultation response summary - permits
- Appendix 4 Consultation response summary – car parks

11 Service Director responsible

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