

BIRMINGHAM CITY COUNCIL**PUBLIC REPORT**

Report to:	CABINET MEMBER FOR TRANSPORT AND ROADS AND THE DEPUTY LEADER JOINTLY WITH THE ACTING STRATEGIC DIRECTOR FOR PLACE	
Report of:	Alison Harwood, Acting Director, Regulation and Enforcement	
Date of Decision:	9 March 2017	
SUBJECT:	PROPOSED OFF-STREET PARKING CHARGES – LOCAL CAR PARKS 2017/18	
Key Decision: No	Relevant Forward Plan Ref:	
If not in the Forward Plan: (please "X" box)	Chief Executive approved	<input type="checkbox"/>
	O&S Chairman approved	<input type="checkbox"/>
Relevant Cabinet Member:	Cllr Stewart Stacey – Transport and Roads Cllr Ian Ward – Deputy Leader	
Relevant O&S Chairman:	Cllr Zafar Iqbal – Economy, Skills and Transport	
Wards affected:	Acocks Green, Erdington, Harborne, Moseley & Kings Heath, Lozells and East Handsworth, Nechells, Soho, South Yardley, Sparkbrook, Sutton Trinity, Washwood Heath and Weoley	

1. Purpose of report:

- 1.1 To seek approval to introduce revised parking charges for Local car parks, effective from 1st April 2017 that will support the Council's traffic management responsibilities.

2. Decisions recommended:

That the Cabinet Member for Transport and Roads and the Deputy Leader jointly with the Acting Strategic Director for Place:

- 2.1 Approve the proposed off-street parking charges as listed in Appendix 1 by a variation notice of The Birmingham City Council (Off-Street Parking Places) Order 2016 from a date not earlier than 1st April 2017.

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3. Consultation
<p>3.1 <u>Internal</u></p> <p>3.1.1 Relevant officers within the City Council have been consulted regarding the proposed changes to fees and tariffs.</p> <p>3.2 <u>External</u></p> <p>3.2.1 Whilst there is no requirement for external consultation, a statutory notice procedure must be followed in order for the Council to be able to increase parking charges. In this regard it will be necessary for the Council to give notice of the intention to increase the charges and the proposals can then be implemented after a period of no less than 21 days. The proposed changes have been shared with the relevant Business Improvement Districts.</p>
4. Compliance Issues:
<p>4.1 <u>Are the recommended decisions consistent with the Council's policies, plans and strategies?</u></p> <p>4.1.1 The proposals are in line with the Council's policy of managing traffic and ensuring that short-stay parking is encouraged, particularly during off-peak traffic periods.</p> <p>4.2 <u>Financial Implications.</u></p> <p>4.2.1 The proposals contained in the report for variations to parking charges are consistent with the Council's Traffic Management objectives and are in line with the Place Directorate's 2017/18 Revenue Budget. Income from these proposed annual increases in parking charges will be used to meet the cost of providing the parking services.</p> <p>4.2.2 Total additional income expected to be raised from these increased charges is approximately £120k in a full year, which equates to an increase of around 5% across all tariffs. This increase in income assumes that there is no change in current levels of parking activity. The cost of advertising the proposals, fitting temporary stickers and changing supporting signage is estimated at approximately £10,000 and will be contained within the local car parks budget.</p> <p>4.3 <u>Legal Implications</u></p> <p>4.3.1 The Road Traffic Regulation Act 1984 (RTRA) provides the legal powers for the Council to make charges for parking. The current charges are set out in the various Traffic Orders. The procedure for adjusting the parking charges is set out in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The proposals in this report are in accordance with these regulations.</p>
4.4 <u>Public Sector Equality Duty (see separate guidance note)</u>
<p>4.4.1 An Initial Screening for an Equality Analysis has been undertaken and a full analysis is not required for the proposals contained in this report. The Equality Analysis is shown in Appendix 2.</p>

4.4.2 Currently parking charges in Birmingham do not apply to the holders of Blue Badges issued within the European Union. This is a requirement of primary legislation with regard to on-street parking. With regard to off-street parking, whilst the non-application of parking charges for blue badge holders is not directed by primary legislation, the City Council's discretionary policy is not to charge blue badge holders to use off-street car parks.

5. Relevant background/chronology of key events:

- 5.1 Off-street parking charges were last changed in April 2016. The setting of parking charges and tariffs is an essential tool for Traffic Authorities in meeting our statutory traffic management duties as set out in the Traffic Management Act 2004. In the context of these duties (i.e. to ensure the expeditious movement of traffic) it is expected that Authorities will use all powers and influences within their control to assist in expeditious movement. To that end tariffs are set at a level which aims not to incentivise drivers to use private car travel to the local centres and encourage alternative means of travel including public transport. However those charges need to take a balanced approach to the travelling needs of citizens recognising that car use can be more convenient and essential for some drivers in certain circumstances and those tariffs should not be set at a level which results in an adverse impact on local centre businesses and retailers.
- 5.2 A review of parking tariffs (e.g. the charges to drivers for parking off-street) has been undertaken in order to put forward proposals that will continue to support the Council's traffic management responsibilities. These proposals are set out in Appendix 1.
- 5.3 There is a statutory procedure that must be followed in order for the Council to be able to increase parking charges. In this regard, it will be necessary for the Council to give notice of the intention to increase the charges and the proposals can then be implemented after a period of no less than 21 days. Variation notice will be issued in line with an existing Order named: The Birmingham City Council (Off-Street Parking Places) Order 2016.
- 5.4 This report addresses the immediate financial challenges associated with covering the costs of Local car parks. It is proposed in the new financial year to review each local car park's charging arrangement to increase income to meet the costs of capital investment and running costs of the car parks through flexible charging arrangements and differential pricing. In order to do this it will be necessary to invest in the car parks with safety enhancements, e.g. lighting and infrastructure and new ticketing machines.

6. Evaluation of alternative options:

- 6.1 The alternative options would be to reduce tariffs or not to increase tariffs at all.
- 6.2 The cost of motoring has a direct effect on travel choices and the City Council is keen to promote alternative forms of travel by public transport, cycling and walking. A reduction in tariffs or not increasing tariffs at all would not assist in this aim as drivers considering alternative modes of travel choices based on cost may find travel by private car more cost effective. Such a position does not assist in reducing private car use at local centres and the potential traffic management impact that this use has in terms of traffic congestion and delay.

7. Reasons for Decisions:

- 7.1 To enable revised and parking charges to be introduced which serve to promote the City's traffic management objectives.

Signatures**Date**

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Councillor Stewart Stacey,
Cabinet Member for Transport and Roads

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Councillor Ian Ward
The Deputy Leader

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Jacqui Kennedy,
Acting Strategic Director, Place

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List of Background Documents used to compile this Report:**List of Appendices accompanying this Report :**

1. Current and proposed parking charges
2. Equality Analysis