

## **Sheffield City Council: 2017-18 Parking Account and Transparency Code**

### **1.0 INTRODUCTION**

1.1 The Department for Communities and Local Government issued guidance on the Local Government Transparency code in February 2015.

1.2 The local government transparency code is issued to meet the government's desire to place more power into citizens' hands to increase democratic accountability. It will make it easier for local people to contribute to the local decision making process and help shape public services

1.3 The Local Government Transparency code is a wide ranging code which includes the requirement for Local Authorities to publish data including a breakdown of income and expenditure on the authority's parking account, how the authority has spent a surplus on its parking account and the number of marked out controlled on and off-street parking spaces within their area, or an estimate of the number of spaces where controlled parking space is not marked out in individual parking bays or spaces.

1.4 This paper sets out this information for the 2017/18 financial year.

### **2.0 SUMMARY**

2.1 The uses to which income from parking can be put are set out in Section 55 (4) of the Road Traffic Regulation Act 1984. This covers income from parking charges, parking permits and Penalty Charge Notices (often referred to as fines).

2.2 The operation of on and off street parking spaces, the management of parking through the introduction of parking restrictions and use of parking permits contribute to the management of traffic in the city. Traffic management is a key part of the Local Transport Plan, a statutory document that sets out how transport will help support the development of the Sheffield City Region over the next 15 years.

2.3 Traffic management through parking restrictions and their enforcement also enables the Council to help deliver its “Vision for Excellent Transport in Sheffield”, by investing in facilities to enable people to make informed choices about the way they travel and helping transport contribute to the social, economic and environmental improvements.

### **3.0 BACKGROUND**

3.1 The Council receives income from parking via a number of sources including from Pay and Display machines, parking permits and Penalty Charge Notices (PCNs).

#### **Pay and display income**

3.2 The Council operates pay and display parking in a range of car parks and on-street parking spaces, both within the City Centre and in suburban areas. In response to customer demands, the Council introduced a new range of on and off street parking tariffs in the City Centre in April 2013. Also in response to customer feedback, time limits within all on street (and on most off street) spaces in the City Centre area were removed, although long stay parking is discouraged by relatively higher tariffs.

3.3 At the same time the City Centre parking tariffs were changed, the days and times of operation of the City Centre Controlled Parking Zone were increased. The tariff structure was also changed to allow special reduced rates for evening and Sunday parking.

3.4 There are currently around 4,200 on street pay and display spaces within the peripheral parking zone in Sheffield, of which around 1,500 are within the City centre controlled parking zone. In addition, there are around 900 off street pay and display spaces managed by Sheffield City Council, of which around 800 are within the City centre. An increase in charges took effect in September 2017.

3.5 In addition, there are around 2,200 'other' bays (including time limited, unlimited and disabled) within the peripheral parking zone in Sheffield.

.

### **Parking Permits**

3.6 Permit parking schemes are aimed at easing parking problems that had often been experienced for many years. Measures include the introduction of permit parking, pay and display parking and waiting restrictions. In helping manage parking demand, the schemes can also help improve residents' ability to park near their properties, create a turnover of parking spaces to benefit visitors to the area and help the operation of local businesses.

3.7 Within permit parking schemes, income comes from a variety of sources including:

- Resident permits
- Business permits
- Visitors permits
- Trade permits

3.8 14,073 (this is the updated figure) were issued in 2017/18, with the income from permits contributing to the scheme's enforcement, maintenance and administration.

3.9 There are currently around 3,600 on street 'permit' bays within Sheffield.

### **Penalty Charge Notices**

3.10 The Council's Civil Enforcement Officers enforce parking restrictions across the city. The cost of a PCN depends on the offence committed and are set by law. There are no plans to change them at present. Enforcement is carried out via foot patrols and, since October 2013, by a camera enforcement vehicle - but only in certain circumstances. In April 2015 legislation was altered to only allow the vehicle to enforce

- a bus lane;
- a bus stop clearway or bus stand clearway;
- a Keep Clear zig-zag area outside schools; or
- a red route.

### **4.0 2014/15 PARKING ACCOUNT**

4.1 Pay and display income, parking permit income and penalty charge notice income jointly make up the 'parking account', the use of which is regulated by Section 55 (4) of the Road Traffic Regulation Act 1984. This Act sets out the purposes for which income beyond the costs of running the parking service can be used:

- Provision and maintenance of off street parking
- Funding public transport
- Highway and road improvements and maintenance
- Reducing environmental pollution

- Improvement and maintenance of public open space

Provision of outdoor recreational facilities open to the public without charge

4.2 Many of these functions are carried out by the Council's

Development Services department, which includes Transport Traffic and Parking

Services and Highways Maintenance Divisions. Any surplus income from the parking account is currently spent on Highway Maintenance.

4.3 In terms of the 2017/18 financial year, the parking account summary (including direct costs and an allocation of indirect costs) is as follows:

<b>Income</b>	<b>Notes</b>	<b>Amount (000's)</b>
Pay and display income	On street	(3,798)
Pay and display income	Off street	(1,374)
Penalty Charge notice income		(1,574)
Permit income		(529)
Parking bay suspension income		(285)
Other income		(26)
<b>Total</b>		<b>-7586</b>
<b>Expenditure</b>	<b>Notes</b>	<b>Amount</b>
Staff		1,466
Premises		192
Premises	Provision of off street parking	862
Supplies and services		165
Equipment		1,167
Transport		60
Support services		448
<b>Total</b>		<b>4360</b>