

# MINUTES OF TRO GOVERNING BODY MEETING

28 July 2021

## Attendees:

|  |         |
|--|---------|
| Assistant Director of Strategic Infrastructure | ADoSI   |
| Highways and Planning Solicitor                | H&PS    |
| Corporate Lead (Design & Asset Management)     | CLDAM   |
| Corporate Lead (Green Space & Street Scene)    | CLGS&SS |
| Corporate Lead Transportation                  | CLT     |
| Engineer                                       | E       |
| Parking Services Manager                       | PSM     |
| Parking Services Operations Officer            | PSOO    |

## 1. Apologies

Flood Programme Manager.

## 2. Matters arising

None, this was arranged as an additional meeting to discuss the specifics of the following scheme.

## 3. Orders for Consideration

### a) Evening, Sunday & BH Charges – various Orders

PSOO described the scheme

1. The proposal was approved by Cabinet in July 2020
2. The proposals were publicly consulted, numerous (103) objections and comments were received plus a petition
3. Presented the latest on-street parking occupancy figures. The figures suggest that the active economy has returned to pre Covid 19.

In order to consider the level of objections more effectively, they were separated into themes (see appendix 1 below). The Governing Body reviewed all of these themes and considered the merit of the objections/comments and answered them as shown in appendix 1.

The majority of responses were in relation to questioning the need for the change. PSM confirmed that the primary aim of the change is to better manage the limited on-street and off-street parking by increasing turnover of spaces and make parking more available into the evening and weekends, therefore increasing accessibility to parking.

Two specific objections were received regarding the existing limited time parking restrictions (single yellow lines) on Lister Street, Halifax (collated in objection theme 22). The situation was discussed by the Governing Body and as this street is located outside the central parking areas that are more likely to be used by evening shoppers/visitors, it was agreed that a minor change to the proposal was beneficial, removing the proposed extension to the parking restrictions on Lister Street (change A).

PSM raised the issue that in some areas of the Town Centres there are parking bays that currently have a 1-hour maximum parking restriction throughout the day. It was noted that in the evening this could be short for appropriate evening use. The Governing Body discussed this and agreed that while there was a possible benefit in increasing the maximum parking duration to 2 hours in the affected areas, the resulting delay caused by the requirement to re-advertise the change would not be of benefit. It was agreed that the suggestions will be monitored and reviewed and considered again in the future.

### **Outcome**

1. It was unanimously agreed that the objections should be overruled, with the exception of objections from Theme 22 and Change A be accepted.
2. The Orders should be implemented as advertised subject to Change A.

The TRO Governing Body:

- (i) Approves the making and implementation of the order as proposed and holds that the objections be overruled, with the exception of accepting objections from Theme 22, resulting in Change A.
- (ii) That the objectors be informed.

### **4. Any other business**

None

|   | <b>General Objection Theme</b>  | <b>Response</b>   |
|---|---|---|
| 1 | Concerns for Business recovery from COVID & Flooding -  | <p>Parking occupancy indicates that usage is broadly back to pre-covid levels, which implies that the active economy has returned and better management of parking spaces is now required to ensure vitality and vibrancy.</p> <p>Whilst there is a requirement in law for Local Authorities to provide parking, the Council is not required to subsidise businesses in terms of artificially low parking fees.</p> <p>The extension of the charged time is to better manage the limited available parking spaces and prevent long stay evening and weekend parking thus increasing turnover and therefore maximising availability of convenient spaces.</p> <p>Your concerns about flooding relate to specific circumstances and the authority will react accordingly to those conditions.</p> |
| 2 | No alternative public transport   | <p>This change does not alter the current situation with respect to public transport availability and it remains possible to use a car if desired.</p> <p>The proposal does not stop car use, the primary aim is to better manage the limited on-street and off-street parking by increasing turnover of spaces and therefore make parking more available into the evening and weekends. Free parking will still be available on the town centre fringes.</p>   |
| 3 | Objection to paying - penalising motorists  | <p>The extension of the charges is not a penalty, the intention is to better manage the limited on-street and off-street parking by increasing turnover of spaces and therefore make parking more available into the evening and weekends and creating more choice. Provision of car parking by the local authority is a service that motorists are not legally obliged to take up.</p>   |
| 4 | Putting Towns at a disadvantage to other towns in Calderdale due to no free parking on an evening | <p>The extension of the charges is being used to better manage the limited available parking spaces and reduce long stay evening and weekends parking which prevents parking space turnover. The proposal therefore maximises availability of convenient spaces.</p> <p>The proposed parking spaces are those in greatest demand.</p>   |
| 5 | Tried before - wasting money  | <p>The situation has changed since the previous proposal, Calderdale is in a Climate Emergency and the need to manage car usage is more important than ever.</p>  |
| 6 | Hospitality sector concerns   | <p>The primary aim of the change is to better manage the limited on-street and off-street parking by increasing the turnover of spaces and making parking more available into the evening and weekends, therefore increasing accessibility to the hospitality sector.. Free parking will still be available on the Town Centre fringes.</p>   |
| 7 | Volunteering community penalised  | <p>Parking opportunities around the Town Centre fringes are currently not charged and this will not be changed. The extension of the charges is not a penalty. The primary aim of the change is to better manage the limited on-street and off-street parking by increasing turnover of spaces and therefore make parking more available into the evening and weekends.</p>   |

|    | <b>General Objection Theme</b>                                     | <b>Response</b>  |
|----|--|--|
| 8  | Increasing revenue only - no other gains such as climate change    | <p>Section 55 of the Road Traffic Regulation Act 1984 governs how the income from parking can be spent. Essentially the income is ring-fenced for spending on transport related work and therefore it supports highway works that would otherwise not be completed.</p> <p>The primary aim of the change is to better manage limited parking by increasing turnover of spaces and make parking more available into the evening and weekends, therefore increasing accessibility.</p> <p>Uncontrolled parking reduces the availability of spaces for shoppers, adversely affecting accessibility to businesses.</p> <p>Calderdale is in a Climate Emergency and the need to manage car usage is more important than ever. Cars repeatedly circling around towns looking for available parking spaces generates pollution. Increasing the turnover of spaces will reduce this circulation and therefore reduce pollution, it will also improve the immediate environment by reducing the circulating traffic in our towns.</p> |
| 9  | Won't encourage visitors to return to the town                     | In order for visitors to be attracted to our towns they need to be able to find parking spaces. The primary aim of the change is to increase turnover and therefore make parking spaces more available, increasing accessibility to towns.   |
| 10 | Push people to free parking retail areas or continue online habits | The primary aim of this change is to better manage the limited on-street and off-street parking by increasing turnover and therefore make parking more available into the evening and weekends, increasing the accessibility and hence attraction to towns.  |
| 11 | Not supporting local businesses and cultural venues/theatres       | <p>The primary aim of the change is to better manage the limited on-street and off-street parking by increasing turnover of spaces and therefore make parking more available into the evening and weekends, increasing accessibility to the sector.</p> <p>Note that these proposals only extend to 8pm and therefore many venues/theatres will not be overly affected by the change</p>   |
| 12 | Will force closures of many small business's                       | <p>The primary aim of the change is to better manage the limited on-street and off-street parking by increasing turnover of spaces and therefore make parking more available into the evening and weekends, increasing accessibility to this sector.</p> <p>Uncontrolled parking reduces the availability of parking for shoppers, adversely affecting accessibility to these businesses.</p>  |
| 13 | economic recovery for theatres, cinemas, and restaurants harder    | The primary aim of the change is to better manage the limited on-street and off-street parking by increasing turnover of spaces and therefore make parking more available into the evening and weekends, increasing accessibility to this sector.  |
| 14 | Short sighted & Poor timing giving current epidemic                | parking occupancy indicates that usage is broadly back to pre covid levels, which implies that the active economy has returned and better management of parking spaces is now required to ensure vitality and vibrancy. The primary aim of the change is to better manage the limited on-street and off-street parking by increasing turnover of spaces and therefore make parking more available into the evening and weekends, increasing accessibility to this sector.  |
| 15 | Not in the public interest   | This is not a valid objection; it is a statement or opinion  |

|    | <b>General Objection Theme</b>   | <b>Response</b>   |
|----|--|---|
| 16 | Not progressive or conducive to regeneration   | This is not a valid objection; it is a statement or opinion   |
| 17 | Anti business - will reduce pollution targets but close many businesses in the process                             | The primary aim of the change is to increase turnover of spaces and therefore make parking spaces more available into the evening and weekends, increasing accessibility.   |
| 18 | Resident with no alternative to pay  | No resident has a right to have free public parking close to their property. When buying/renting a property, availability of parking is one of the key decisions made in that choice.   |
| 19 | Reduction in visitors  | The primary aim of the change is to better manage the limited on-street and off-street parking by increasing turnover of spaces and therefore make parking more available into the evening and weekends, increasing the accessibility and hence attraction to towns.  |
| 20 | Town to become a ghost town on an evening or a cultural desert   | The primary aim of the change is to better manage the limited on-street and off-street parking by increasing turnover of spaces and therefore make parking more available into the evening and weekends, increasing the accessibility and hence attraction to towns.  |
| 21 | Look at a fixed low fee for evenings & weekends  | There is a risk that the complexity of the charging would be confusing/demanding to users – for example anyone parking from 4.00pm to 8.00pm may have to return to purchase additional tickets when the fee reduces.  |
| 22 | Consideration to reviewing SYL o/s Maurice Jagger  | This particular issue is being reconsidered and may be removed from the scheme  |
| 23 | Knee jerk reaction   | This is not a valid objection; it is a statement or opinion   |
| 24 | No requirement to intervene with charges - not enough demand   | The primary aim of the change is to better manage the limited on-street and off-street parking by increasing turnover of spaces and therefore make parking more available into the evening and weekends, increasing the accessibility and hence attraction to towns.<br>Please note that this proposal is to extend the operation times of charges, it is not a charge increase   |
| 25 | The primary purpose of parking policy is <u>not revenue</u> , so what justification for this proposal can there be | Section 55 of the Road Traffic Regulation Act 1984 governs how the income from parking can be spent. The income is ring-fenced for spending on transport related work and therefore it supports highway works that would otherwise not be completed.<br>The primary aim of the change is to better manage limited parking by increasing turnover of spaces and make parking more available into the evening and weekends, therefore increasing accessibility.<br>Uncontrolled parking reduces the availability of spaces for shoppers, adversely affecting accessibility to businesses.<br>Calderdale is in a Climate Emergency and the need to manage car usage is more important than ever. Cars repeatedly circling around towns looking for available parking spaces generates pollution. Increasing the turnover of spaces will reduce this circulation and therefore reduce pollution, it will also improve the immediate environment by reducing the circulating traffic in our towns. |

|    | <b>General Objection Theme</b>  | <b>Response</b>  |
|----|---|--|
| 26 | Will make coming to Halifax less attractive   | <p>The primary aim of the change is to better manage the limited on-street and off-street parking by increasing turnover of spaces and therefore make parking more available into the evening and weekends, increasing accessibility to this sector.</p> <p>Uncontrolled parking reduces the availability for shoppers, adversely affecting accessibility to these businesses.</p>   |
| 27 | <p><b>Petition</b></p> <p>We oppose the introduction of evening, Sunday and Bank Holiday parking charges for the following reasons</p> <ul style="list-style-type: none"> <li>• They will impact on the struggling restaurant and hospitality businesses.</li> <li>• They are unfair and only impact certain towns within the Borough.</li> <li>• They will further damage the high streets in our Towns.</li> <li>• They are being sneaked through during lockdown when people are unable to effectively campaign against them.</li> </ul> | <p>The primary aim of the change is to better manage the limited on-street and off-street parking by increasing turnover of spaces and therefore make parking more available into the evening and weekends, therefore increasing the accessibility and hence attraction to the hospitality sector.</p> <p>The extension of the charges is being used to better manage the limited available parking spaces and reduce long stay evening and weekends parking which prevents parking space turnover. The proposal therefore maximises availability of convenient spaces.</p> <p>The proposed parking spaces are those in greatest demand.</p> <p>Again, the primary aim of the change is to better manage the limited on-street and off-street and off-street parking, therefore increasing the accessibility and hence attraction to towns.</p> <p>The proposal was deferred from last summer as it was considered inappropriate during lockdown. Current statistics of parking occupancy indicate that usage is broadly back to levels around the same as before Covid, which implies that the active economy has returned and so this change is now seen to be required.</p> |