

EAST RIDING OF YORKSHIRE COUNCIL

Report to: Overview Management and Scrutiny Committee
20 March 2025

Wards: All

Car Parking Review Panel

Report of the Report of the Executive Director of Corporate Resources

A. Executive Summary

The Car Parking Review Panel was recommissioned at the request of the Overview Management and Scrutiny Committee following the report's first consideration at the September 2024 meeting of Council.

The Review Panel reviewed the intermit detail of the consultation process and assessment criteria for the East Riding of Yorkshire Council Policy of car parking charges.

An amended report has been produced by the Review Panel outlining its findings and recommendations which is attached at Appendix B. Moreover, a detailed briefing note on charging assessment and consulting attached at Appendix A.

B. Council Priorities

Growing the Economy
Valuing the Environment
Empowering and Supporting Communities

C. Lead Portfolio

Environment and Transport

1. Consideration of the Review Panel Report

- 1.1 The briefing paper and amended report found overleaf provide a detailed overview of a proposed amended policy on how charges for car parking across the East Riding may be determined. In response to a request for further clarity, the report and briefing paper outline the consultation process which would be undertaken to gather feedback from residents, businesses, and local councillors, in addition to the criteria which would inform the Council's determination of the suitability and impact of charges locally. The report aims to address any concerns of transparency and accountability ensuring that all factors are taken into account.
- 1.2 If the Review Panel report is approved at full Council on 25 June 2025, a policy detailing the assessment criteria and consultation process will be produced and submitted to a subsequent meeting of Council for approval before the introduction of charging is considered for any settlement in the East Riding.
- 1.3 With the Overview Management Committee's approval, the Review Panel report will be received by full Council on 25 June 2025.

2. Conclusion

- 2.1 The Committee is asked to comment on report and endorse the Panel's findings and recommendations to full Council.
- 2.2 All Review Panel reports and recommendations approved by full Council are monitored on an at least annual basis by the relevant Overview and Scrutiny Sub-Committee to ensure that recommendations are being acted upon.

Darren Stevens
Executive Director of Corporate Resources

Contact Officer: Rob Close, Senior Committee Manager
Telephone Number: 01482 393899
Email: Robert.Close@eastriding.gov.uk

Background Papers None

Assessments/Considerations

	Yes/No/NA
Appropriate Consultation (Section 3 Report Writers Guide)	Yes
Equality Analysis Screening Tool	N/A
Data Protection Impact Assessment (Stage 1)	N/A
Health in All Policies Assessment	N/A
Environmental Sustainability Appraisal (Climate Change)	N/A
Armed Forces Covenant	N/A
Risk Register	N/A
Value for Money	N/A

EAST RIDING OF YORKSHIRE COUNCIL

BRIEFING NOTE

Process to Determine the Introduction of Car Parking Charges to New Areas

Date:

1. Background

- 1.1 Car Parking Charges are currently levied in Beverley, Bridlington, Hornsea, Driffield, Goole and Howden. The 2010 Car Parking Review Panel recommended that charging in other towns be deferred for two years and then implemented following two quarters of successive growth at a national level. Despite this threshold being met during the intervening years, charging has not been implemented.
- 1.2 This briefing note will set out a detailed process to assess each town's suitability for introducing car parking charges and the approval mechanism required to enable charging to be implemented. A flowchart showing the process is included in Appendix A.

2. Stage 1 - Assessment

- 2.1 An initial stage will seek to establish the viability of each town to sustain parking charges. The selected criteria have been grouped into three categories:
- Car Parking Demand
 - Town Centre Vitality
 - Alternative Transport Methods
- 2.2 Officers in Asset Strategy and Economic Development have compiled the list of quantitative indicators below to measure the performance of towns in each of the three categories. Good performance across the categories will indicate that the town can benefit from parking charges increasing the turnover of car parking spaces, and as a result creating better and easier access for shoppers.

<u>Car Parking Demand</u> The demand for parking must be high enough to sustain parking charges.	
Car park utilisation	To be measured by occupancy surveys. Utilisation across the town's car parks should be high enough to sustain charging. The surveys will measure the number of spaces occupied at regular intervals across multiple days and the length of stay.
Alternative parking provision	The percentage of town centre parking that is controlled by the council. If it is too low, the introduction of charging may decrease utilisation unless other car park operators are charging for use.

<p><u>Town Centre Vitality</u> A town centre's vitality is a crucial factor in determining whether it can benefit from and sustain parking charges. Whilst there is no direct indicator of town vitality, several proxy indicators can be used to estimate this measure.</p>	
<p>Vacancy rate</p>	<p>Measured by annual town centre audits and will capture business name, address, retail classification and if applicable, previous use. Vacancy rates will be monitored against local and national trends.</p>
<p>Quality of retail & leisure offer (Vitality)</p>	<p>Maintaining a healthy balance on our local high streets is essential to promote regular use, interest and visitor appeal. Annual town centre audits will monitor change of use and the over or under supply of retail and leisure categories, as well as attributing a weighting to specific categories deemed to be of value to supporting the needs of the local community, e.g. a banking hub, pharmacy, or convenience store.</p>
<p>Claimant rate (universal credit & job seekers allowance)</p>	<p>Claimant count measures the proportion of people claiming Jobseeker's Allowance plus those who claim Universal Credit who are out of work.</p>
<p>Income deprivation</p>	<p>Income deprivation measures the proportion of the population in an area experiencing deprivation relating to low income. The definition of low income used in this dataset includes both people that are out of work, and those that are in work but on low income. Unemployment rates compared to the national average is a key factor for comparative low income.</p>
<p>Town Centre Footfall</p>	<p>Footfall is now monitored in most East Riding high streets. Devices (e.g. smart phones and watches) send Wi-Fi probe requests which are read by a footfall counter device if located within range for 5 or more minutes. The system tracks MAC address, not an individual and uses this address to measure how long the device is in range (maximum 100 metres if direct sight is not blocked).</p> <p>Footfall data can be tracked daily and used to monitor long-term trends and regular usage of the high street by repeat and new visitors.</p>

<u>Alternative Travel Methods</u>	
An assessment of the public transport links within the town. The promotion and accessibility of more sustainable modes of transport should be considered in parallel with the implementation of parking charges to reduce impact from transport emissions on climate change.	
Average walking time to town centre	Data is available that shows the average travel time in minutes to the nearest town centre by walk based on DLUCH town centre and retail planning statistics. A maximum value of 120 minutes is used where journey times exceed 120 minutes. This data can be further investigated using GIS to give a more accurate measurement for smaller towns that are not represented in the DLUHC dataset.
Public transport availability	Annual estimates of the number of entries/exits at each rail station in the East Riding. Bus service data showing bus frequency through town centres will also be sought.

- 2.3 Alongside the sustainability assessment of each town, the financial impact on the parking account will also be calculated. Separate financial models will examine the existing costs to the parking account and the potential costs following the introduction of parking charges.

<u>Financial Impact</u>	
Free-to-use car parks still incur costs attributable to the parking account. Implementing charging to a car park will incur both one-off capital costs (e.g. new parking meter) and higher ongoing revenue costs (e.g. increased enforcement).	
Existing	Outline the existing costs to the parking account for each car park. This will include maintenance of the car park, signage, street furniture and enforcement.
Potential	Evaluate the potential costs and income following the introduction of charging. Additional cost will be incurred to install parking meter, renew the TRO and increase the levels of enforcement. Income levels will be estimated using the results of the occupancy surveys.

- 2.4 Finally, any planning conditions relating to car parking or lease restrictions will be identified and acknowledged at this stage.
- 2.5 The combined assessment will be reported to the Executive Director in consultation with the portfolio holder to determine whether to proceed to the next stage. If, after reviewing the assessment, it is determined that the town is unsuitable for the implementation of charging, the process will be suspended.

3. Stage 2 – Presentation to Ward/Town/Parish Councillors

3.1 The detailed assessment and an explanation of the pros and cons of car parking charges will be presented to the relevant Ward/Town/Parish councillors. This will provide an opportunity for councillors to feedback on any local concerns regarding parking in the town (e.g. traffic management issues, altering the designation of car parks). Officers from a range of council services (e.g. road safety, traffic and parking) will be available to respond to any specific concerns raised. Alternative service delivery methods may also be discussed at this stage. Any feedback received will be used to shape the consultation process.

4. Stage 3 - Consultation

4.1 An 8-week consultation will commence to gather views from local residents, businesses and car park users towards the proposals. Various methods will be employed to maximise the number of responses from each group of consultees.

Local Residents	Primarily an online survey publicised on social media and at council buildings.
Local Businesses	Surveys would be delivered via a mail-drop of commercial premises. Additional advertisement material may be included (i.e. posters) to enable the business to engage its customers.
Car Park Users	Publicity at the car parks will be used to engage the existing users.

The returned surveys will be reported detailing the key findings.

5. Stage 4 - Report

5.1 A final report will be produced for an individual town incorporating the original assessment, feedback from Ward/Town/Parish councillors and the consultation responses.

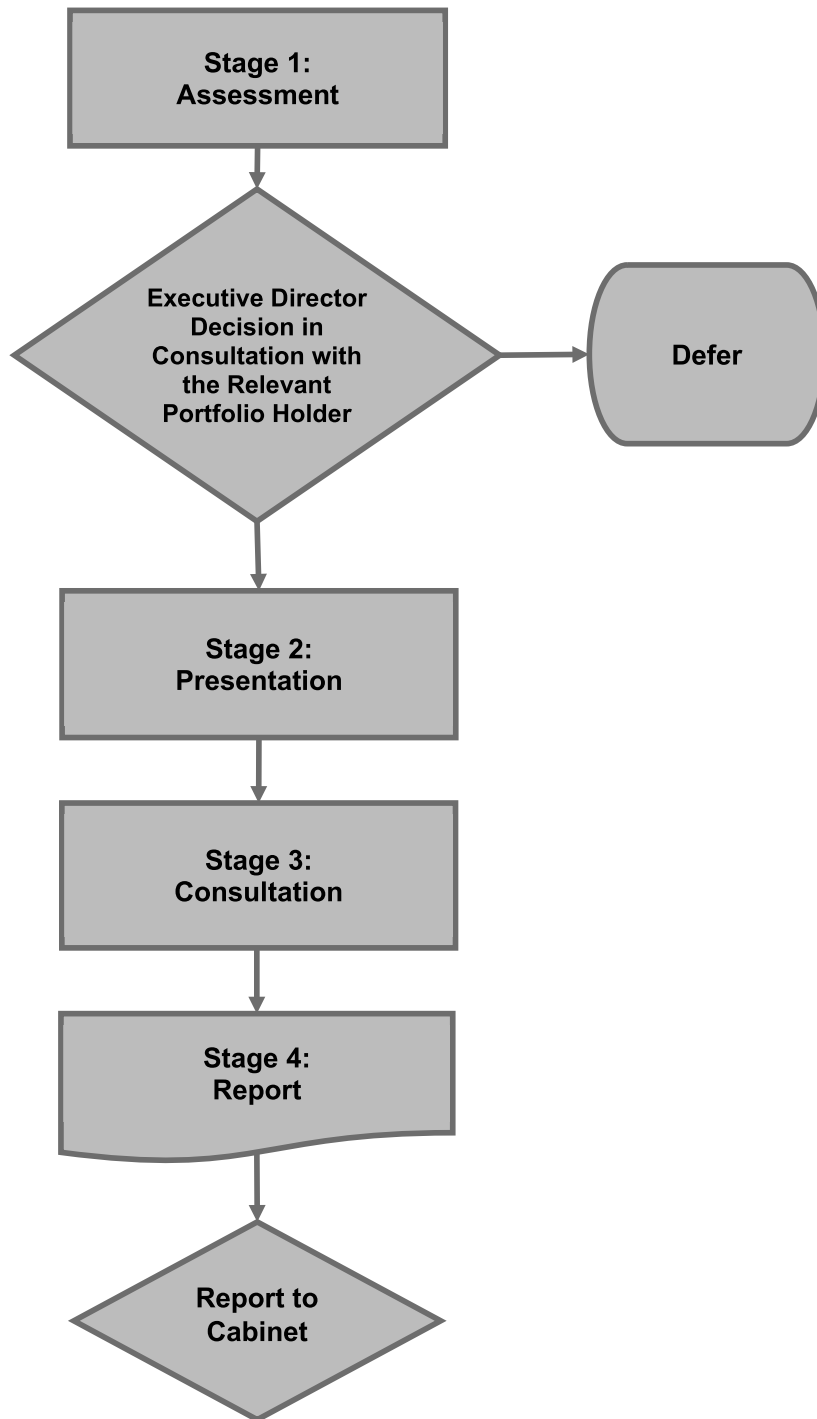
6. Conclusion

6.1 The above process sets out a transparent, data-led methodology to consider the introduction of charging in new areas on an individual town basis. Adoption of this process will supersede the current outstanding recommendation from the 2010 Review Panel, that charging should be implemented across all towns. Moving away from this one-size-fits-all approach and incorporating consultation into the process ensures that each town is considered on its own merits.

Claire Hoskins
Director of Asset Strategy

Contact Officer: Stephen Fisher
Principal Asset Officer
Email: stephen.fisher@eastriding.gov.uk

Flowchart showing the decision-making process



Car Parking

Report of the Review Panel

Approval by East Riding of Yorkshire Council

At its meeting of 25 June 2025, East Riding of Yorkshire Council received this report, fully supported all the findings of the Panel, and approved all of the recommendations contained within this report.

CONTENTS

Chairman's Foreword		1
Executive Summary		2
(i)	Review Panel Recommendations	3
(ii)	Members of the Review Panel	5
(iii)	Review Contact Information	5
(iv)	Purpose of the Review	5
(v)	Financial Implications	6
1.	Introduction	7
2.	Payments and Permits	9
3.	Enforcement	11
4.	Staff Car Parking	14
5.	Economic Impacts	16
6.	Charging Fees	18
7.	Breakdown Of Recommendations	20
8.	Conclusion	32
Table of Abbreviations		32
Bibliography		32
Acknowledgements		33
Appendix 1 Scope of the Review		34

REVIEW OF CAR PARKING

CHAIRMAN'S FOREWORD

[Insert forward from Councillor McMaster]

EXECUTIVE SUMMARY

The Car Parking Review Panel was convened in October 2023 to examine the appropriacy of fees and charges in East Riding car parks, how car parking provision could affect and improve economic prosperity, how the current stock of car parking assets could be rationalised, and how parking arrangement could be made fairer, particularly between towns where charging is in place and other places where it is not. The East Riding is home to a diverse range of towns, villages and settlements that rely on efficient transport infrastructure. Car parking facilities play a crucial role in supporting local communities, providing access to services, and encouraging tourism.

The previous car parking review panel took place in 2010, and a much-needed update has been outstanding for some years, and as a result, the review panel has had a wide-reaching and difficult task to determine recommendations, which are in the best interests of all communities across the East Riding.

The current fee structure for car parking does not adequately reflect the costs of operating and maintaining the assets, facilities, and schemes of the Council. The variation in fees, referenced in recommendations 1 to 4, will go some way to ensuring the long-term financial sustainability of car parking. The Panel balanced the need to standardise fees against placing too arduous a burden on the motorists, the prosperity of places and external impacts on the environment, climate change, road safety, and congestion.

The importance of a robust and fair scheme of staff permits is crucial to the sustainability of the Council's workforce, and recommendation 14 of this report seeks to address this through a new staff permit policy. Changes in staff working locations was also a consideration of this Review Panel and the move towards home working led to the Panel's determination that the current stock of staff car parking assets should be rationalised to reflect this.

While technological changes to payments were ever expanding, the Panel concluded that the Council's commitment to accessibility should be demonstrated through its retention of cash terminals in its car parks, where practicable, as proposed in recommendation 6.

Challenges faced by those holding blue badges came to the attention of the Panel numerous times. Through recommendations 7 and 8, the Panel hopes to improve accessibility of residential blue badge parking, explore options to improve off-street blue badge parking and standards expected on-street bay durations.

The changing landscape of the settlements of the county meant that demand for Controlled Parking Zones (CPZs) may change. This Panel hoped to accommodate that through recommendation 9. Variations in permit pricing represented an inequitable experience which the Panel has addressed through recommendation 10.

As the prevalence of electric vehicles becomes more common, the Panel agreed that local communities should be consulted to support the appropriate implementation of charging points. The Panel therefore recommends that town and parish councils are engaged on these matters as detailed in recommendation 11 of this report.

Complaints of pavement and verge parking are common in settlements throughout the East Riding, the Panel therefore recommends, through recommendation 12, that the Council impose a full ban where practical.

Clear signage is imperative to the traffic flow, accessibility, and tourist convenience of this county. The Panel recommend that the principal towns in the East Riding are subject to a programme of signage review as detailed in recommendation 13 of this report.

REVIEW OF CAR PARKING

(i) REVIEW PANEL RECOMMENDATIONS		
No.	Recommendation	Organisation to Action
1	That the Council only introduces charging in towns and villages currently not subject to fees provided that they are assessed against the criteria (to be approved at Full Council) outlined in section 7.8.	Asset Strategy Team / Streetscene Team
2	That the Council expand charging fees to Sundays in line with Sunday trading hours in those towns and villages where charging is in place on other days of the week.	Asset Strategy Team / Streetscene Team
3	That, where there is sufficient merit, the Council explore overnight charging.	Asset Strategy Team / Streetscene Team
4	That the Council increase coach parking tariffs to £15 per day.	Asset Strategy Team / Streetscene Team
5	That the Council re-designate some staff car parks for public use while ensuring sufficient capacity is retained for staff use.	Asset Strategy Team / Streetscene Team
6	That, while the option to pay and display should be continued in all car parks through the retention of at least one machine, any surplus machines be decommissioned at the end of their lifespans.	Asset Strategy Team / Streetscene Team
7	That the Council review the challenge to its disabled parking provision, demonstrate the need for the removal of off-street parking fees for blue badge holders in town centres before presenting options to members within a future financial plan.	Asset Strategy Team / Streetscene Team
8	That the Council commence a piece of work to pursue enhanced residential parking accessibility through designated spaces for blue badge holders, clearer signage, and a community awareness programme and begin a phase rationalisation of blue badge on-street parking bay stays over the course of five years.	Asset Strategy Team / Streetscene Team
9	That the Council roll-out the capacity of other areas in the East Riding to consult on Controlled Parking Zones.	Asset Strategy Team / Streetscene Team
10	That the Council explore the standardisation of pricing for on-street parking permits across the authority.	Asset Strategy Team / Streetscene Team
11	That the Council engage directly with town and parish councils and private sector organisations when developing local electric vehicle charging arrangements.	Asset Strategy Team / Streetscene Team
12	That the Council impose a full pavement and grass verge parking ban as soon as reasonably practicable.	Asset Strategy Team / Streetscene Team

REVIEW OF CAR PARKING

(i) REVIEW PANEL RECOMMENDATIONS		
No.	Recommendation	Organisation to Action
13	That the Council conduct a full review of its parking signage throughout the East Riding, where resources allow.	Asset Strategy Team / Streetscene Team
14	That the Council rationalise staff parking through an allocations policy and vary permit fees to align with new tariffs.	Asset Strategy Team / Streetscene Team
15	That the Long Stay permit prices be increased to align with the new tariffs	Asset Strategy Team / Streetscene Team
16	That arrangements for seasonal parking variations be delegated to the Chief Executive in consultation with the Leader of the Council	Asset Strategy Team / Streetscene Team

REVIEW OF CAR PARKING

(ii) MEMBERS OF THE REVIEW PANEL

Councillor	Political Group
Sean McMaster (Chair)	Conservative
Mark Blakeston	Independent
Richard Meredith	Conservative
David Nolan	Labour
Diana Stewart	Liberal Democrats
Jeremy Wilcock	Liberal Democrats

(iii) REVIEW CONTACT INFORMATION

Name: Rob Close

Title: Senior Committee Manager

Email: Robert.Close@eastriding.gov.uk

Telephone: (01482) 393899

Address: East Riding of Yorkshire Council, Democratic Services, Overview and Scrutiny, County Hall, Beverley, HU17 9BA.

(iv) PURPOSE OF THE REVIEW

The aim of the review was to examine Council car parking prices where they were currently in place, to consider introducing costs in areas where it is currently free to park (and the effect locally that this may have), and to compare parking prices and best practice from other authorities.

The review considered how parking fees are a source of income for the Council and help ensure spaces are not taken unnecessarily or for an undue length of time, by commuters, for example, to create a turnover of parking spaces to support the local economy. However, they can also act as a disincentive to visitors and so impact local businesses and the community.

The Council has several staff car parks adjacent to its main corporate buildings. For various reasons, the issuance of staff car parking permits has become fragmented, and a policy is required to ensure transparency and consistency in who is issued with a free permit. There will also be changes to the staff car parking sites in Beverley and these should be considered, and future approaches agreed.

An in-depth examination is necessary to ascertain the best approach moving forward and make recommendations for a policy on public car parking charge levels and locations, and Council staff car parking.

The review relates to the following corporate priorities:

- Growing the Economy
- Protecting the Vulnerable
- Valuing the Environment

REVIEW OF CAR PARKING

The review considered:

- Parking facilities and provision of spaces (including widths of spaces),
- Parking Permits (MiPermit system and the take up/preference of residents as well as investigating issues and teething problems),
- Parking Prevention and Restrictions (including costs and difficulties associated with adding or amending yellow lines and permit zones),
- Budgetary, Policy, and Legislative obstacles,
- Effect on local tourism,
- Economic impact (especially in areas that don't attract tourists or to any great extent passing trade as well as knock on consequences to residents and businesses if they were to be introduced),
- Impact of any existing car parking problems,
- Disabled, Parent and Child, EV parking space provision,
- Motorhome parking and facilities, and coach parking sites
- Proximity of out-of-town free parking and shopping,
- Obstructions, pavement parking, parking on verges, and impact on visibility/highway safety as well as methods of addressing these,
- Parking enforcement,
- School streets and temporary road closure scheme.
- Council Staff parking, permit options, and future options as capacity is reduced.
- Methods of Payment

(v) FINANCIAL IMPLICATIONS

While a number of recommendations in this report came with anticipated financial implications, these are dependent on assumptions and may differ moderately in practice. It is noted that changes to any current park arrangements will be subject to Traffic Regulation Orders (TROs) and any lines or signage necessary. Overall, it is thought that the recommendations made in this report will represent a balance of reflecting the needs of each distinctive village and town, and each local economy with increased costs of improvements, operations, and maintenance.

1. INTRODUCTION

1.1 The remit of the Asset Strategy Team is as follows:

- **Policy and Strategy**
 - Disabled Persons Parking Policy.
 - Control of Commuter Parking.
 - EV Charging Policy.
 - Waiting Restrictions Policy.
- **Tariff Setting**
 - Management of the tariffs for car parks within the County.
- **Budgets**
 - Management of the budgets in relation to the Road Traffic Regulation Act 1984.
- **Monitoring & Analysis**
 - Production of the Annual Parking Report.
 - Utilisation Analysis.

1.2 The remit of the Streetscene Team is as follows:

- **Enforcement**
 - Management of Civil Parking Enforcement Officers.
 - Processing of penalty charges, taking payment, and managing the appeals process.
- **Traffic Regulation Orders (TROs)**
 - Responsibility for management of both parking operations and ongoing maintenance of the 64 council owned car parks.
 - Management of larger TROs, such as controlled parking zones (CPZ) and residents parking zone streets (RPZ).
- **Payments & Collection**
 - Handling and collating payments for on and off-street parking.
 - Suspension of parking bays.

1.3 The Asset Strategy and Streetscene teams sit under the Planning and Economic Regeneration Directorate and Communities and Environment Directorate, respectively.

1.4 The Council operates some 64 car parks in the East Riding with over 8,000 spaces issuing some 1.7 million tickets.

REVIEW OF CAR PARKING

	2018-19	2019-20	2020-21	2021-22	2022-23
	£000's	£000's	£000's	£000's	£000's
Total Income	£3,681.00	£3,575.00	£2,179.00	£3,768.00	£4,005.00
Total Expenditure	£3,233.00	£3,040.00	£3,681.00	£3,417.00	£3,450.00
(Surplus) / Deficit	-£448.00	-£535.00	£1,502.00	-£351.00	-£555.00
Parking Surplus As S55 of the regulations. Car parking surplus has been applied to Highways and Transport improvements costs.	£448.00	£535.00	-	£351.00	£555.00

- 1.5 Some of these car parks are subject to charges for their use and it is important to monitor their usage to ensure local people and visitors can easily locate available car parks and parking spaces. The Council seeks to maintain and enhance the viability of local town centres through providing the appropriate balance of car parking.
- 1.6 The income raised from charging for car parking spaces is required to cover the cost of the overall parking service including the provision, maintenance, and upkeep of on-street and off-street car parking areas. Any surplus income generated has been authorised by the Council, in compliance with current legislation, for contributing towards local highways improvements.
- 1.7 Coach parking facilities are offered at Beverley, Bridlington, Driffield, Flamborough, and Withernsea to reduce the number of coaches waiting at unsuitable locations and causing congestion on town centre roads. Charging for coach parking varies.
- 1.8 Electric Vehicle (EV) charging is offered at 16 sites across the County. The Council offers a number of charging points for EVs reflecting the Council's ongoing commitment to supporting more trips using sustainable transport. Each point can charge two vehicles at a time and were subjected to tariffs from May 2023.
- 1.9 318 dedicated disabled car parking spaces are offered to motorists holding disabled blue badges. The blue badge allows a holder to park a vehicle in an on-street parking place for an unlimited time in a time-controlled parking place, to park a vehicle free of charge in an on-street charging bay and to park a vehicle on single and double yellow lines for a maximum of three hours. This does not apply where and when loading or unloading restrictions are in force or an unnecessary wilful obstruction is caused.
- 1.10 It also enables a blue badge holder to park a vehicle in a dedicated Disabled Person's Parking Place (DPPP) in an off-street car park which may or may not be time limited. Blue badge holders are charged in off-street pay and display car parks at the standard rate.

REVIEW OF CAR PARKING

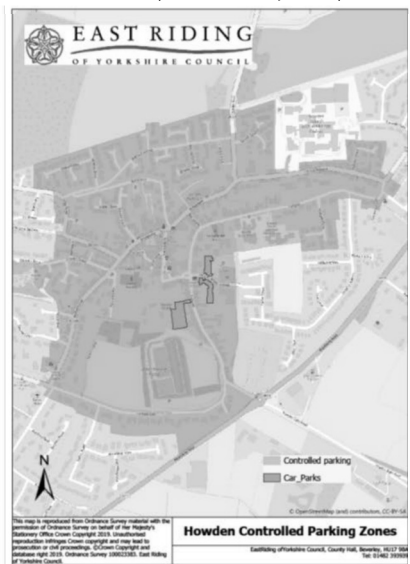
2. PAYMENTS AND PERMITS

- 2.1 Across the County, payments for pay and display parking can be made via cash, card, contactless at a Pay and display machine, and via an app.
- 2.2 The Council operates its digital app payments through an external company, MiPermit, which offer a number of features including remote and advanced bookings, extensions, modification or cancellation, improved enforcement efficiency, and more detailed service user metrics.
- 2.3 A total of 91 pay and display cash terminals are in operation in the East Riding with 87 accepting card payments. When pay and display cash terminals reach their cash holding capacity, they become unusable until emptied again. Sometimes this can be a particular problem recently as the Council's collection contractors were underrecruited. However, card and payments by phone can still be made.
- 2.4 Card and virtual payments are increasingly becoming the preferred option of payment over traditional cash payments. Cash payment has fallen from 83 per cent on-street, and 77 per cent off-street, in 2018-2019 to 50 per cent and 47 per cent respectively as of September 2023. Card payment has increased from 13 per cent on-street, and 19 per cent off-street, in 2018-2019 to both at 33 per cent respectively as of September 2023. Virtual payment has increased from 3 per cent on-street, and 4 per cent off-street, in 2018-2019 to 19 per cent and 16 per cent respectively as of September 2023
- 2.5 CPZs were introduced, initially in limited areas but subsequently expanded, to mitigate parking displacement as a means of deterring commuters from parking in residential streets. Beverley and Howden in particular are historic towns, thus, the streets are less accommodating to higher demands for parking. Areas such as Bridlington have the opposite problem with the need to encourage commuters to use on-street parking zones and keep off-street parking capacity sufficient for residents, particularly during the summer peak season due to the tourist economy.

Beverley: 1,955 (estimated spaces)

Bridlington: 2,303 (estimated spaces)

Howden: 450 (estimated spaces)



Beverley	Cost	Numbers
1st Permit	£35	1,596
2nd Permit	£110	247
Total		1,843

Bridlington	Cost	Numbers
1st Permit	£35	1,242
2nd Permit	£40	286
Total		1,528

Howden	Cost	Numbers
1st Permit	£35	199
2nd Permit	£40	26
Total		225

REVIEW OF CAR PARKING

- 2.6 Residents and their visitors, guests staying in hotels and guesthouses, and contractors and carers working within the CPZ are allowed to park for as long as they wish, provided they have a valid permit or scratchcard which are provided through a registration card.
- 2.7 Further to the traffic management benefits, CPZs also encourage commuters to utilise more sustainable public transport, walking, and cycling, which presents climate change and air quality benefits. Some other highways authorities went further in their environmental endeavours and informed their permit fees by the emission of the vehicle, although this is thought to have an equality impact to lower income households.
- 2.8 The tariff for all areas with CPZs begins at £35 per annum for the first permit. For the second permit, Bridlington and Howden are charged at £40 while Beverley is charged at £110. The significant increase in pricing of the second permit in Beverley seeks to deter households from owning another vehicle in the view of the 94 per cent on-street parking space utilisation.
- 2.9 Resident Parking Schemes (RPS) are similar to a CPZ but only apply to individual streets rather than wider geographical areas, where only residents can park. A summary of the residents' parking schemes is as follows:

Residents Parking Schemes	Residents 1st Permit	1st Permit Numbers
Anlaby	£10	3
Brough	£15	36
Hessle	£10	30
Willerby	£10	27

- 2.10 Virtual permits, processed through MiPermit, are used as replacements for printed versions. Arrangements would be made under exceptional circumstances to facilitate a printed permit, but significant use of paper permits is not viable because of the difficulty of enforcement and administration costs. When a customer purchases a permit through MiPermit, the vehicle details are synchronised with the patrolling enforcement officers' hand-held computer in real-time. Any cars not displaying a paper permit, or pay and display ticket are checked against the MiPermit database to confirm if the vehicle has a valid stay attached to it. There is also the option to pay monthly for a permit via the MiPermit system.
- 2.11 33 Trust Pilot complaints were made against MiPermit, and three separate complaints were made to the Council. The reviews left on Trust Pilot referred to issues beyond the remit of MiPermit and often actually related to the parking policies of the host authority. While MiPermit received critical ratings from the 33 reviews on Trust Pilot, it received a much more favourable rating from 7,700 reviews on the Apple App Store.
- 2.12 Performance monitoring through internal feedback arrangements of MiPermit is conducted to ensure customer satisfaction. The Council also engaged with a MiPermit network group to share any experiences or advice.
- 2.13 To improve the customer experience of using app-based payments for car parking, the Department for Transport (DfT) is producing a National Parking Platform to enable customers to use any participating app to pay. This service is currently being piloted in 16 local authority areas and is expected to be rolled out further in 2024-25. A £15,000 joining fee is charged to participants who joined after the pilot period in addition to an annual fee of £20,000 and up to 1.5p per transaction.

REVIEW OF CAR PARKING

3. ENFORCEMENT

- 3.1 The Council's Parking Team is responsible for enforcing restrictions on yellow lines and dropped kerbs, the Council's Streetscene Team is responsible for enforcing instances of habitual repeated damage to highways infrastructure, while Humberside Police is responsible for enforcement of footways where no yellow lines are present.
- 3.2 Civil Enforcement is separated into three broad overlapping zones, Beverley, Bridlington, and Cottingham, that cover the East Riding as a whole.



- 3.3 Upon recruitment, Civil Enforcement Officers (CEOs) begin a three-month training period for a level three Civil Enforcement Qualification, through an external consultant called Alpha Parking, at a cost of £1,800 per CEO. During their training period, trainee CEOs are paired up with a trained CEO. The Council is currently running a number of CEOs vacancies across the three enforcement areas.
- 3.4 The Traffic Management Act 2004 which permitted CEOs to significantly regulate their working patterns, including mandating them to be full employees of the Council, uniformed, and the expectation is that their work be carried out over a broad area rather than limited to a specific locality. These limitations prevent any opportunities to pursue localised voluntary arrangements.
- 3.5 Implementing or amending yellow lines and permit zones requires a mandatory stakeholder consultation process before a TRO can be implemented. This is often time-consuming. Additionally, there is a legal requirement to advertise the intent to implement restrictions in the local press. These costs, in addition to the fees associated with the legal paperwork, means that costs for a simple TRO can reach £5,000 excluding the costs for the implementation of physical interventions such as lines or signage.

REVIEW OF CAR PARKING

- 3.6 The cost of implementing, or amending, a large CPZ or a RPS can easily exceed £100,000. However, these costs can be somewhat offset by parking charges, which can also serve as a tool for managing demand for parking spaces.
- 3.7 Verge parking is primarily a problem in residential areas with a mix of insufficient road width and off-street parking availability exacerbated by multi-car properties leading to a rise in on-street parking. Some residents choose to open up their frontage and cross the verge or footway. This can lead to considerable damage where the crossing has not been constructed to take the vehicle loading. Other causes of verge damage include heavy motor vehicles, such as those used in agriculture and quarrying.
- 3.8 Options to mitigate against verge damage include verge hardening, which is rarely used as it is cost prohibitive, and grasscrete, which actually encourages drivers to continue parking on verges, and bollards, which can become costly in heritage areas which would require particular aesthetic bollards. Dropped access processes are in place to ensure the integrity of the highway is maintained at a cost of £47 for application and up to £2,500 for construction.
- 3.9 To deter verge parking, some residents place obstructions on the grass, such as rocks or posts. These interventions however present a different road safety issue, as such obstacles can cause obstructions to traffic or damage to vehicle to which the Council may be liable. Thus, the Council mandate removal of these obstacles.
- 3.10 As part of the Government's pavement parking consultation, three options are proposed:

Option One: to rely on improvements to the existing TRO system:

- This involves completing the simplification work on TRO's but no additional action beyond this. TROs allow councils to restrict pavement parking and set their own conditions for exceptions to these rules.

Option Two: to allow local authorities with Civil Parking Enforcement (CPE) powers to enforce against 'Unnecessary obstruction of the pavement':

- In addition to Option One, this would allow councils to enforce against 'unnecessary obstruction of the pavement'. This is not a general pavement parking prohibition like option 3 but instead empowers councils to issue Penalty Charge Notices in individual instances. However, this option, would include a suggested 20-minute exception, for business vehicles, allowing them to pavement park for up to this time in order to load or unload goods when no other choice exists, in places such as narrow streets. Standard exceptions would also apply for emergency service and utility vehicles.

REVIEW OF CAR PARKING

Option Three: a national pavement parking prohibition

- In addition to Option One, this would introduce an England-wide pavement parking prohibition. Unlike Option Two which allows for enforcement of individual instances of obstructive pavement parking, this would prohibit pavement parking nationally, while allowing councils to implement local exemptions (such as for narrow streets where pavement parking is essential to ensure traffic flows) which would be shown by use of traffic signs and bay markings. The Government also propose including a 20-minute exception, for business vehicles, allowing them to pavement park up to this time in order to load or unload goods when no other choice exists, in places such as narrow streets. Standard exceptions would also apply for emergency service and utility vehicles.
- 3.11 In addition to traditional parking enforcement, the Council also operates a School Street Scheme in which school streets closures are mandated with the aim of easing congestion, improving the local environment, and addressing road safety concerns that many schools experience during drop off and pick up times by facilitating timed traffic restrictions on the road outside the school gates. Working in partnership with schools and local policing teams, the Council piloted the scheme in 2020 and currently have five schools fully adopted, two under trial and a further two planned for trials in February 2024.
- 3.12 School Streets restricted vehicles entry through the implementation of an Experimental Traffic Regulation Order (ETRO); for up to an 18-month initial trial period. Permits are issued to residents living or working in a school street zone, a business located within a school street zone, any families that required a permit for a medical reason, or any blue badge holders.
- 3.13 Once a school has been approved for a new street scheme, new gateway signage is erected at the entrance of the road covered by the ETRO detailing the restriction with trained school street volunteers on hand at the entrance of the restricted road to offer support to drivers.
- 3.14 Any schools that apply to take part is subject to a feasibility study with the Council preferring to couple the scheme with a park and ride arrangement where possible.
- 3.15 A presentation by a specialist company detailing some of the innovative technological advancements in car parking management was received by the Panel which contextualised the long-term impacts of its recommendations and identified the high level of investment required to achieve increased car parking standards required by the Government in its national policies and meet customer expectations.

REVIEW OF CAR PARKING

4. STAFF CAR PARKING

- 4.1 The Council operates a permit scheme for staff to use at selected car parks charged at a reduced, or internally charged, rate. Permits for staff were originally intended to support those staff who drove as part of their role, such as planners or social workers. The necessary criteria for parking permit eligibility have, however, crept into the wider workforce and presents some disparities with staff benefitting from legacy arrangements, receiving subsidised staff permits. Those members of staff who did not use the scheme paid for parking at the same rate as offered to the public.
- 4.2 Pricing and allocation of staff permits as of January 2024 is as follows:

Type of Permits	Number	Annual Cost
Essential User Permits - Beverley	113	£577.50
Essential User Permits – Bridlington (Moorfield Road)	2	£157.50
Additional Temporary Free Permits - Beverley	52	Free
Additional Temporary Free Permits - Bridlington	13	Free
Staff Monthly Permit - Beverley	157	£45.83
Staff Monthly Permit – Bridlington D	24	£12.50

- 4.3 Staff requesting disabled parking are asked to complete a Health Needs Assessment Form before Asset Strategy liaises with employees to assess appropriate parking provision. Disabled parking spaces are operated on a first come first serve basis. A normal parking space is offered on the rare occasion that all disabled bays are full. Staff with temporary mobility issues are given temporary access to a nearby staff car park. Seven disabled bays are available at County Hall with two further bays at Lord Roberts Car Park and at Princes Gardens Car Park. Goole Council Offices and Bridlington Town Hall offer two and five bays, respectively. A disability audit was conducted for County Hall in January 2023 with no concerns about parking availability raised.
- 4.4 Staff allocated car parks are present in Beverley, Bridlington, and Goole.
- Goole Council offices offer a capacity of 40 spaces available to staff, visitors, and contractors. Several other free public car parks are available in Goole no further than 10 minutes away. The car park is generally full Monday-Thursday with a slight decrease in usage on Fridays.
 - Bridlington Town Hall offer 35 spaces open for use by staff and visitors however only for a two-hour duration. While not managed, thus providing no usage data, anecdotally it is considered well utilised. In close proximity sits the Moorfield Road Car Park which charged £150 per annum for an annual permit, equating to 70p per day for staff working five days a week or £1.12 for three days a week.

REVIEW OF CAR PARKING

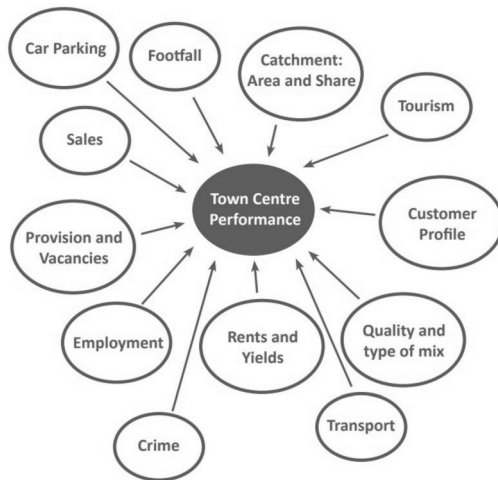
- County Hall, Beverley, benefits from six staff car parks in Princess Gardens (71 spaces), Lord Roberts Road (118 spaces), Minster Towers (41 spaces), Grovehill Road (134 spaces), Champney Road (21 spaces), and County Hall (46 spaces). Overall, it is observed that the current rate of utilisation is notably low and is considered unsustainable. Following the sale of Minster Towers and the closure of Princess Gardens, peak usage is still unlikely to meet total capacity.
 - o Princess Gardens is currently allocated to senior officers and staff. This car park saw a significant drop in usage following the Pandemic, particularly on Fridays, with an average utilisation of 44 per cent capacity. Peak 2023 usage marginally exceeded 60 per cent of capacity. This car park is due to be closed between October 2023 and October 2024 due to refurbishment works.
 - o Lord Roberts Road is used as an overflow car park for staff, Council Members, the East Riding Theatre, and contractors. At peak usage, this car park reached capacity and averages at 71 per cent with significant drop offs on Mondays and Fridays. The majority of Lord Roberts Road car park is due to be sold alongside the Minster Towers site. Approximately 50 spaces would be retained.
 - o Minster Tower Car Park is not open to the public but available to staff and contractors. Generally underutilised, the car park is intended for closure when the sale of Minster Towers is completed subject to obtaining planning permission for a residential scheme.
 - o Grovehill Road is open exclusively for staff from Monday to Friday while open to the public on weekends. While very well utilised before the Pandemic, average utilisation currently sits at 51 per cent. Grovehill Road sits furthest away from County Hall but still does not exceed a ten-minute walk.
 - o Champney Road car park available for Corporate Leadership Team and Council Members. Peak utilisation reached 76 per cent capacity while average use only reaches 37 per cent capacity.
 - o County Hall car park is reserved for Council Members during Full Council meetings and disabled staff but is open to contractors and staff drop-off at other times.

REVIEW OF CAR PARKING

5. ECONOMIC IMPACTS

- 5.1 There has long been discussion about the links between car parking provision, parking charges and town centre prosperity. Key impacts that a local authority can have upon high streets is creating and maintaining high quality public spaces, supported by initiatives that help to drive regular footfall, increase visitor numbers, and encourage increased dwell time.
- 5.2 The Association of Town and City Management (ATCM), British Parking Association (BPA), Parking Data and Research International (PDRI), and Springboard collaborated on research to explore the nature of relationship between car parking provision and town centre prosperity. Their report found:
- Footfall does impact town centre performance;
 - Clear relationship between quantity of parking and footfall;
 - No relationship between parking charges and quality of the retail and leisure offer; and
 - Some small and medium-sized towns possibly overcharge based on the quality of the offer; however, there may be specific local factors that influence charging rates.

Town Centre Performance/Vitality



Shop Vacancy Rates:

Area	Vacancy Rate June 2024
Beverley (inc. Flemingate)	4.9%
Bridlington (inc. Old Town)	13.6%
Cottingham	2.7%
Driffield	7.0%
Elloughton-cum-Brough	1.9%
Goole	14.5%
Hedon	5.4%
Hessle	10.3%
Hornsea (exc. Freeport)	2.2%
Howden	1.3%
Market Weighton	10.8%
Pocklington	6.4%
Snaith	0.0%
Withernsea	14.8%
East Riding of Yorkshire (exc. Freeport)	8.5%

- 5.3 Town centre performance data for the East Riding is collected through retail audits, footfall count, community engagements, and parking audits. These metrics indicate that the principal towns tend to have a higher vacancy rate.
- 5.4 The Council's Love Your High Street Fund provided grant funds to approximately 300 high street businesses since 2019, providing financial support for new start-ups, business development, retail diversification and shopfront improvements in high streets across the East Riding. Following a residents' survey into what would encourage more take up of the retail offer, availability of car parking is listed as the eighth most important factor.

REVIEW OF CAR PARKING

- 5.5 To support the development of long-term public realm proposals, parking studies have been completed by the Local Growth Team since 2021 in Drifffield, Hessle and Pocklington to gather data in these locations and provide insight into future parking solutions that may better support the town centre.
- 5.6 Furthermore, a 21st Century Future Towns Study identified the vision of a 21st century town as being defined as being where the size, location, heritage, attractions, institutions, culture, and community of the town are strengths. 21st century towns are places which have successfully adapted to, and played an important role in, the modern economy creating opportunity for residents and businesses alike. The report set out a series of recommendations including:
- Digital connectivity;
 - Vibrant growing businesses;
 - High quality places and connections;
 - Strong identity and community; and
 - Sustainability and resilience.
- 5.7 The Council is focussed heavily around the visitor experience and the various touch points, promoting the experience a visitor can have in the destination. Car parking has a significant role to play in the overall visitor experience of major events. Large events and destination marketing activity contributes additional day visitors, overnight stays and generates positive media for the region.

REVIEW OF CAR PARKING

6. CHARGING FEES

6.1 The 2010 Car Parking Review Panel methodology used to determine the tariff banding position of each car park included issues such as:

- Settlement type;
- Walking distance;
- Retail offering;
- Parking demand;
- Security lighting.

6.2 The new banding allocations resulting from this review were made as follows:

Band	Other areas	Bev & Brid	All Car Parks			
	First Half Hour - Short Stay Only		1 Hour	2 Hours	3 Hours	4 Hours/ All Day
	£		£	£	£	£
1	Free	n/a	0.50	1.20	1.90	2.50
2	Free	0.30	0.50	1.60	2.70	3.50
3	Free	0.70	1.30	2.80	4.30	5.00

6.3 The ability to reclassify the banding of a car park was delegated to officers as part of the budget setting process. Where this has been employed, those car parks that saw a reduction in banding, due to a lower demand, benefitted from an average 19 per cent increase in overall ticket sales and a notable improvement to local traffic management. Conversely, those car parks which saw banding increases, did so as a result of their proximity to a different banded car park or higher demand.

6.4 Prices were raised in 2013 with a further 10p per hour increase in addition to the creation of a new band (2a). Based on demand data, eight car parks were placed into the new band.

Band	Other areas	Bev & Brid	All Car Parks			
	First Half Hour - Short Stay Only		1 Hour	2 Hours	3 Hours	4 Hours/ All Day
	£		£	£	£	£
1	Free	n/a	0.60	1.40	2.20	2.90
2	Free	0.35	0.60	1.80	3.00	3.90
2a	Free	0.50	1.00	2.00	3.00	4.00
3	Free	0.75	1.40	3.00	4.60	5.40

6.5 A subsequent increase was introduced in 2022 based on the inflationary increase since the last tariff change:

REVIEW OF CAR PARKING

Band	Other areas	Bev & Brid	All Car Parks			
	First Half Hour - Short Stay Only		1 Hour	2 Hours	3 Hours	4 Hours/ All Day
	£		£	£	£	£
1	Free	n/a	0.70	1.60	2.50	3.30
2	Free	0.40	0.70	2.10	3.50	4.50
2a	Free	0.50	1.10	2.30	3.50	4.60
3	Free	0.80	1.60	3.50	5.30	6.30

- 6.6 In February 2024, as part of the financial planning process, a further increase was agreed at Full Council to be implemented during Summer 2024 based on a 50p per hour increase.

Band	Other areas	Bev & Brid	All Car Parks			
	First Half Hour - Short Stay Only		1 Hour	2 Hours	3 Hours	4 Hours/ All Day
	£		£	£	£	£
1	Free	n/a	1.20	2.40	3.60	4.80
2	Free	0.70	1.40	2.80	4.20	5.60
2a	Free	0.80	1.60	3.20	4.80	6.40
3	Free	1.00	2.00	4.00	6.00	8.00

REVIEW OF CAR PARKING

7. BREAKDOWN OF RECOMMENDATIONS

Recommendation 1

That the Council only introduces charging in towns and villages currently not subject to fees provided that they are assessed against the criteria (to be approved at Full Council) outlined in section 7.8.

7.1 It is noted that, as part of the 2010 Car Parking Review Panel recommended:

“That the implementation of charges in the new areas (ie where charges do not currently exist) be deferred for two years due to the recession and only be introduced following two quarters of successive growth at a national level.”

This recommendation was never implemented; thus, the following car parks are not subject to charges:

Car Park	Spaces	Car Park	Spaces
Hull Road, Anlaby	64	Thorn Road, Hedon	40
Wilson Street, Anlaby	28	Hessle Square, Hessle	35
Market Green, Cottingham	66	Swinegate, Hessle	189
Kingtree, Cottingham	67	Foreshore East, Hessle	107
King Street, Cottingham	145	Foreshore Central, Hessle	
Estcourt Street, Goole	121	Foreshore West, Hessle	
Burlington Crescent, Goole	48	Rail Station Front, Pocklington	24
Iveson Close, Hedon	77	Rail Station Rear, Pocklington	46
Church Lane, Hedon	23	West Green, Pocklington	45
Magdalen Gate, Hedon	16	Willerby Square, Willerby	101

7.2 Correspondence had been received from a town council in the East Riding sharing their concern that the impact of newly introduced charges may unduly impact the local retailers and displace commuters into nearby residential streets.

7.3 The Panel was also presented with the financial impacts of variations to the 30-minute free parking ticket throughout the East Riding. There was an expected £36,300 increase in revenue following the removal of 30-minute free tickets or an expected £55,000 reduction in revenue if the 30-minute free parking ticket was extended to one hour in towns where it is already available.

7.4 External businesses and trade representatives stressed the significant benefits to the local commerce of a free parking period as it provided regular renewal of customers to retail and hospitality businesses.

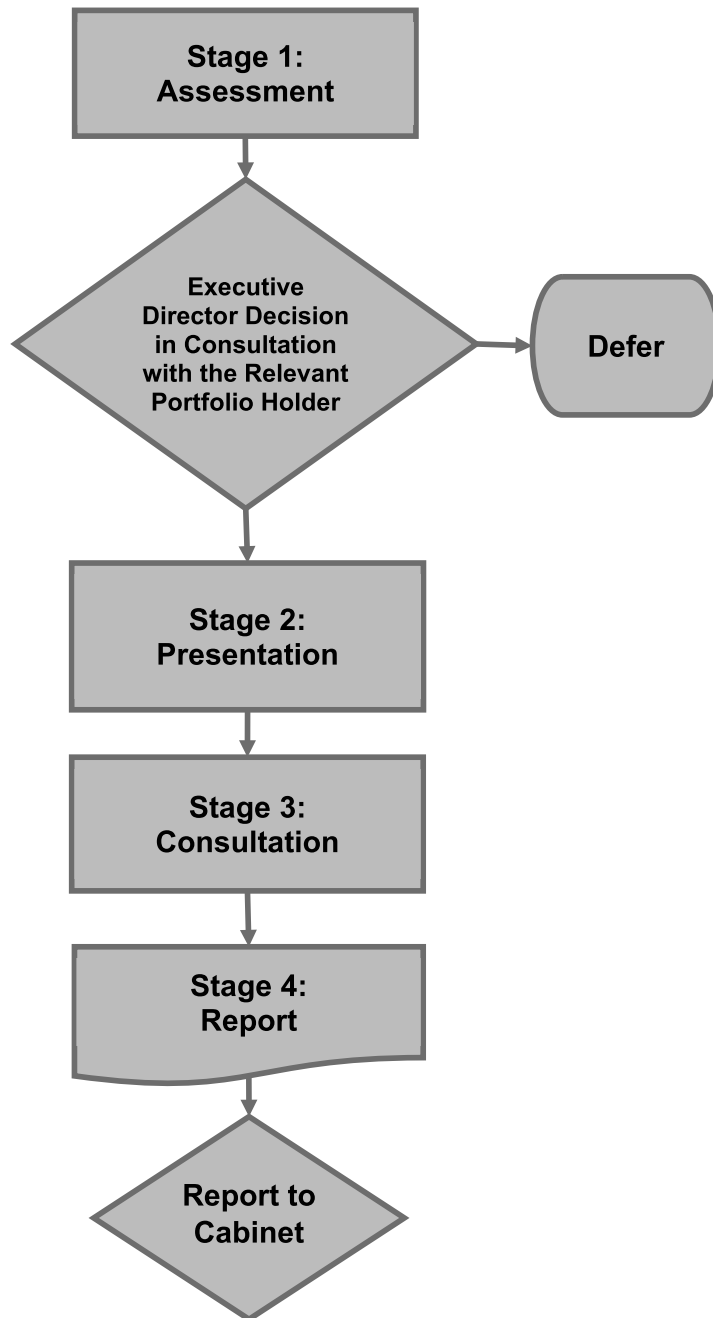
Key Findings

7.5 The Panel recommend introducing tariffs to council owned or operated car parks in areas which are not currently subject to them, providing the detailed process set out below is followed and approved at Full Council.

7.6 Furthermore, it is recommended that towns are to be assessed on an individual basis on their own merits and reviewed following one year of implementation of new charges.

REVIEW OF CAR PARKING

7.7 The Panel have set out the detailed process below to be followed:



REVIEW OF CAR PARKING

Stage 1: Assessment

- 7.8 Through collaborative work between Asset Strategy and Economic Development, criteria for the introduction of charging have been devised. The criteria takes into account:

Parking Demand	Town Vitality	Sustainable Transport
Car Park Utilisation	Vacancy Rate	Options Walking and Cycling
Alternative Parking Provision (non-ERYC)	Quality of Retail & Leisure Offer	Public Transport Availability
Impact for residents, shoppers, commuters and visitors	Claimant Rate (Job Seekers Allowance)	
	Income Deprivation	
	Town Centre Footfall	

- 7.9 An initial assessment will compare individual towns to local and regional/national averages for each criterion and include financial assessments of the existing and potential income and expenditure levels. A recommendation regarding whether to proceed to the next stage of the process will be submitted to the Executive Director for Planning and Economic Development in consultation with the relevant portfolio holder.

Stage 2: Presentation

- 7.10 This full assessment with details of potential pros and cons will be presented to the local town, parish, and ward councillors. Councillors will have the opportunity to comment on the assessment prior to consultation. This feedback will be used to shape the consultation process.

Stage 3: Consultation

- 7.11 A minimum 8-week consultation process will be launched to gather views from the public including local residents, businesses, public transport operators and users of the car parks.

Stage 4: Report

- 7.12 A final report will be produced for an individual town incorporating the initial assessment, feedback from councillors, and key findings from the consultation exercise.
- 7.13 In the event of a new Council owned and operated car park in a town, the Panel sought to clarify the position in terms of charging. If charges are already in place within the town, charging will be considered on a case by case basis and include consultation with local residents, businesses, and town/ward councillors. Otherwise, the above process will be followed to determine whether or not charges should be introduced.

REVIEW OF CAR PARKING

- 7.14 Additionally, the Panel agreed that a 30-minute free charging period should also be implemented as standard for towns and villages with newly introduced fees. This provides the right balance between achieving convenience for drivers needing only a short stop to buy goods or to collect children from school, and raising sufficient income to maintain a sustainable financial plan and the necessary income to pay for the maintenance and development of car parks across the East Riding when many continue to be free to use.

Recommendation 2

That the Council expand charging fees to Sundays in line with Sunday trading hours in those towns and villages where charging is in place on other days of the week.

- 7.15 Currently, Sunday charging only applies in Bridlington, Flamborough & Hornsea, the rest of East Riding's settlements are exempt for fees. Other neighbouring Councils, such as York and Hull already charge on Sundays throughout their local authority areas. Sunday charging is also commonplace nationally to achieve a turnover of car parking spaces and enable higher spend to support the local retail economy.

Key Findings

- 7.16 The Panel want to avoid introducing any barriers to the economic prosperity, however, when presented with the evidence that the East Riding is an outlier in Sunday charging exemptions, the Panel was minded to recommend a fee to increase the prosperity of the retail sector and encourage more shoppers and visitors, by virtue of a higher turnover of spaces and discourage commuters parking for free in the premium car parking spaces close to the shops.
- 7.17 Ultimately, the Panel recommend that charging on Sundays, should be introduced in settlements where it is not already present but only be active during the Sunday trading and opening hours.

Recommendation 3

That, where there is sufficient merit, the Council explore overnight charging.

- 7.18 With the exception of Langdale Wharf & Palace car parks in Bridlington, off-street car parks in the East Riding are currently exempt from fees between the hours of 18:00 – 08:00. In order to introduce overnight fees, selected car parks would have to reach Park Mark secure accreditation, a certification awarded by the BPA. Only 15 Council owned car parks in the East Riding currently have the Park Mark accreditation.

Key Findings

- 7.19 While the Panel acknowledge the potential revenue that can be generated from exploring overnight parking, the challenges in enforcing these charges are also noted. Although market solutions are currently available, and may become more abundant as technology advances, without significant infrastructure investment, enforcement would be limited to traditional CEOs.
- 7.20 Not wanting to indicate an aversion to the potential revenue generation, the Panel recommend that, where there is a practical case, that the Council should explore overnight charging for off-street car parks.

Recommendation 4

That the Council increase coach parking tariffs to £15 per day.

- 7.21 The Council provides some dedicated coach parking facilities to reduce the number of coaches waiting at unsuitable locations and causing congestion on town centre roads.
- 7.22 Neighbouring and comparable authority's coach parking day rates indicate that East Riding of Yorkshire Council's rates are significantly lower than those of the other authorities.

Key Findings

- 7.23 The Panel agree that the East Riding benefits greatly from tourism and the Panel want to ensure that this can be continued as long as possible. Members of the Panel noted concerns that the accommodation for coach parking may not be as abundant as drivers may expect, particularly in central towns. There are fears that a less attractive coach parking offer can deter tourism commerce.
- 7.24 Some thought was given to increasing this rate incremental, initially to £12 before settling on £15. This consideration was eventually abandoned given the necessity to conduct a new TRO upon every increase.
- 7.25 Presented with a number of reasonable increases, the Panel ultimately agree to recommend a change of the tariff from £9 to £15 a day.

Recommendation 5

That the Panel endorse the re-designation of some staff car parks for public use while ensuring sufficient capacity is retained for staff use.

Key Findings

- 7.26 The Panel initially had some reluctance to a rationalisation of the Beverley staff car parks fearing unworkable reduced capacity following the sale of Minster Towers. It is however stressed that data demonstrates that overall peak usage, with the exclusion of Minster Towers and the closure of Princess Gardens, still falls notably below the capacity limit. Moreover, Princess Gardens is positioned in such a commercially appealing location that its use as a staff car park does not meet its geographical potential.
- 7.27 Where necessary, permits can be reallocated to neighbouring car parks open to public use to temporarily increase overall capacity.
- 7.28 While difficult to predict accurately the extent of annual income, if made publicly available and allocated Band Two, charged at £4.50 for four hours, Princes Gardens can generate a moderate increase in revenue. Particularly given the potential commercial benefits for the Council connecting to the new improved Treasure House. It is noted however that some minor works would need to be completed in order to facilitate public use, such as a TRO, increased disabled allocation, EV bays, and other associated works.

REVIEW OF CAR PARKING

- 7.29 Ultimately, the Panel recommend that a rationalisation of the Council's estate of car parks, currently allocated for staff usage, is a natural response to the changing working patterns and would present consumers and residents with increased convenience and support the vitality of our Town Centres.

Recommendation 6

That, while the option to pay and display should be continued in all car parks through the retention of at least one machine, any surplus machines should be decommissioned at the end of their lifespans.

- 7.30 There are currently a number of cash terminals requiring replacement at a cost of £2,000 each. Replacement of the full complement of terminals to newer more robust models is expected to cost up to £1m with a 10-year lifespan with maintenance costs increased by 20 per cent. Additionally, no funding was allocated for replacement of pay and display machines therefore parking revenue would likely be used taking away from its earmarked allocation to highways maintenance.

- 7.31 The Panel took into account Council minutes 75/23 and 103/23 which read:

75/23 APP ONLY PARKING PROVISION - Moved by Councillor Wilcock and seconded by Councillor Smith

“Resolved - That this Council:

Notes the discontent that ‘App Only’ parking causes in terms of accessibility, data protection concerns, impact on trade/tourism and marginalisation, particularly of the vulnerable, and therefore resolves that:

- (i) The ability to pay for parking by cash or card should continue to be made available throughout the East Riding of Yorkshire.
- (ii) That the issue be passed to the relevant Committee to assess the steps taken to remain compliant with current Government legislation.”

103/23 CAR PARKING FINES - Moved by Councillor Nolan and seconded by Councillor Wilcock:

That this Council, with effect from 1 December 2023, introduces the necessary policy changes to ensure that where a Council parking ticket machine is out of action and there is no option to pay using cash, parking fines will no longer be issued for non-payment.

Moved as an amendment by Councillor Meredith and seconded by Councillor Hammond.

Resolved - That the motion be referred to Overview and Scrutiny Management Committee and the Car Parking Review Panel.

REVIEW OF CAR PARKING

Key Findings

- 7.32 The Panel acknowledges that the option to utilise cash payments is still of great importance to a significant section of the East Riding population.
- 7.33 Equally, it is also noted that the ongoing maintenance of the full current stock of pay, and display machines would not be a prudent financial decision, particularly given the cost of replacement.
- 7.34 As a reasonable compromise, the Panel recommend that the option to use cash at terminals should be preserved, where practicable, through the retention of one pay and display machine, however, surplus machines will not be replaced due to cost and reduced use of cash payments with the detail of the replacement programme to be determined.

Recommendation 7

That the Council review the challenge to its disabled parking provision, demonstrate the need for removal of off-street parking fees for blue badge holders in town centres before presenting options to members within a future financial plan.

- 7.35 The previous recommendation made by the 2010 Car Parking Review Panel concluded that the current policy of charging for parking in off-street car parks for people with a disability be continued on the grounds that it is more an issue of access rather than ability to pay.
- 7.36 Representation from the Council's Staff Disability Network indicates that the current system for those holding blue badges generally faced higher financial hardship than those who did not. Therefore, to place a further financial obligation on them, through the charging of off-street bays, may not be appropriate. Additionally, the charging of off-street bays may lead to increased displacement onto on-street yellow line spaces, which blue badge holders may park on for up to three hours if it is considered safe. Anecdotally, this is suspected to yield a higher rate of obstructions to the public highway.

Key Findings

- 7.37 Upon further examination of this issue, the Panel agree that further evidence is required to ultimately conclude the best course of action to take. It is suggested that initial investigatory work should be carried out to identify and evidence areas of intervention.
- 7.38 Additionally, there is some uncertainty if the Council's current off-street parking provision offers sufficient disabled parking bays to accommodate demand.
- 7.39 The Panel therefore recommend that options are reviewed, and principle of need established, before being presented to the Council through the financial plan should suspension of off-street parking fees for blue badge holders in town centres be recommended.

Recommendation 8

That the Council commence a piece of work to pursue enhanced residential parking accessibility through designated spaces for blue badge holder, clearer signage, and a community awareness programme and begin a phase rationalisation of blue badge on-street parking bay stays over the course of five years.

- 7.40 On-street bays are to assist with parking for blue badge holders near public places such as town centres. Blue badge holders can park on single or double yellow lines for up to three hours. On-street disabled parking bays can vary.

Key Findings

- 7.41 Presented with evidence that there is a variation in the length in which blue badge holders can park without charge on-street across some 120 sites, the Panel agree that these should be standardised through local TROs over a five-year phase following adoption of the recommendation.
- 7.42 Furthermore, the challenges faced by blue badge holders to park in residential settings is of great concern to the Panel. Difficulty in reaching spaces close to their home, limited existing parking restrictions result in reduced notably amenity for blue badge holders.
- 7.43 Where applicable, the Panel recommend that designated spaces for blue badge holders near their homes be introduced, clear signage be installed indicating the space, and a community awareness programme be commenced to educate residents on the importance of leaving spaces for those with mobility issues. As to support implementation, it is added that eligibility and application needed to be made clear through an online decision tree and, if necessary, a TRO.

Recommendation 9

That the Council explore the capacity of other areas in the East Riding to consultation on Controlled Parking Zones;

- 7.44 CPZs are currently only present in Beverley, Bridlington, and Howden but it is felt that there may be an appetite for other settlements to be offered the same scheme. To do this however, further resources would be required to effectively consult on the changes.

Key Findings

- 7.45 Expanding CPZs, where there is a local appetite, may act as means of maintaining transport viability for residents. It is noted that the Council's adopted 'Control of Commuter Parking in Residential Areas' policy sets out clear criteria to be met before consideration would be given to, the implementation of parking controls.
- 7.46 The Panel recommend that the capacity to consult on CPZs should be expanded out to the wider communities of the East Riding through engagement with local town and parish councils. It is however emphasised that there is an element of cost involved in their operation.

Recommendation 10

That the Council roll-out the standardisation of pricing for Resident Parking Scheme permits across the authority;

Key Findings

- 7.47 It is noted that there is a disparity in fees for the Resident Parking Scheme permits across the East Riding. In the interest of simplicity and equity, the Panel are keen to standardise this fee across the County and recommends that the Council explore this.**

Recommendation 11

That the Council engage directly with Town and Parish Councils and private sector organisations when developing local electric vehicle charging arrangements.

- 7.48 East Riding of Yorkshire Council offer a number of charging points for electric vehicles reflecting the Council's ongoing commitment to supporting more trips using sustainable transport. Each point can charge two vehicles at a time and were subjected to tariffs from May 2023.
- 7.49 In order to provide a network that is financially self-sustaining and fair to all, users are required to pay a tariff to charge their EV. These tariffs cover the electricity used, a banking fee, merchant fee and other admin fees. To make sure the charging network is accessible to all users the tariffs charged are based on the kWh used.
- 7.50 For those residents with off-road parking, charging at home is simply achieved using equipment provided by the vehicle manufacturer or by installing a dedicated charging point. For residents without off-road parking, charging presents a significant barrier to owning an EV.

Key Findings

- 7.51 While the need to introduce greater accessibility of EV charging points is not to be understated, the Panel want to avoid any significant impact to economic prosperity through loss of car parking spaces outside of commercial enterprises.**
- 7.52 As a reasonable balance, the Panel recommend that the Council engage directly with local town/parish councils and private sector organisations when consideration is given to new EV charging arrangements moving forward.**

REVIEW OF CAR PARKING

Recommendation 12

That the Council impose a full pavement and grass verge parking ban as soon as reasonably practicable;

- 7.53 Noting the Government's consultation on pavement parking which, at its least impactful, will support local councils to prohibit pavement parking through TROs, the Panel gave consideration to the Council's future position on pavement parking.
- 7.54 Verge parking is a regular issue for residents and community leaders alike. Options to mitigate against verge damage are rarely used as their cost is prohibitive. Residents' interventions present further problems on issues of road safety.
- 7.55 The Panel noted that officers have continually lobbied the DfT requesting formal guidance on verge parking. Depending on the contents of this, and where applicable, the Panel suggested that the Council move to prohibit parking on both pavements and grass verges.

Key Findings

- 7.56 **With the coming legislation in mind, the Panel are keen to recommend preparation of the Council for a complete ban of pavement parking. It is noted however that some areas require some level of pavement parking in order to maintain an effective flow of traffic. Furthermore, the Panel feels that the issue of verge parking may also be addressed through enforcement.**
- 7.57 **The Panel consider enforcement notices to remove residents' verge obstacles heavy handed but understand the need for the Council to remove obstacles on verges given its potential liability. Expectations should take into account the capacity of CEOs to accommodate the significant increase in demand.**

Recommendation 13

That officers of the Council produce a signage review programme with a focus on the principal towns in the East Riding, where resources allow.

- 7.58 The impact of ineffective signage can have significant consequences to local and visiting motorists. Ease of travel would make the settlements of the East Riding more of an attractive offering to visitors. Additionally, extended time looking for a place to park can lead to significant traffic congestion.

Key Findings

- 7.59 **The Panel is keen to utilise the extensive local knowledge of the Council's ward councillors in order to identify any areas of signage deficiency.**
- 7.60 **A full formal review of signage would likely be exceedingly costly through formal consultants and was therefore considered unpractical. Technological solutions, including AI utilisation, to create a digital inventory of signage assets were also considered.**
- 7.61 **Eventually, the Panel observed that the extent of signage assets in the County meant that the principal towns should be prioritised. Ultimately, the Panel recommend the Council produce a long-term programme of work to achieve this.**

REVIEW OF CAR PARKING

Recommendation 14

That the Council establish a staff parking allocations policy and vary staff permit fees to align with new tariffs.

- 7.62 The operation of a reduced, or internally charged, staff permit scheme at selected car parks was initially intended to support those who drove as part of their role, such as planners or social workers. The necessary criteria for parking permit eligibility has, however, shifted into the wider workforce and present some disparities with staff benefiting from legacy arrangements, frequently on higher salary bands, subsidised staff permits. Those members of staff who did not use the scheme paid for parking at the same rate as offered to the public.
- 7.63 Flexible staff permits are aimed at facilitating hybrid working 1-2 days a week in the office. Bundles of 20 permits for £60 (£3 per day) to be used Monday to Friday inclusive. Full time permits are priced at £577.50 for Beverley.

Key Findings

- 7.64 **While working patterns have changed somewhat in recent years, the operation of a reduced parking tariff rate for staff is considered by the Panel as a contributor to long term work force sustainability. The Panel agree that clear, fair, and consistent criteria should be applied to the allocation of subsidised staff permits and recommend that one is devised.**
- 7.65 **Although the Panel feel some reluctance, the need to increase the cost of permits in line with other tariff increases is seen as a necessity in order to ensure sustainability of the scheme. It is noted however that the day pass still presents value for money when compared to standard pricing.**
- 7.66 **The Panel recommend that staff permits are priced as follows:**
- **Flexible permits: From £3 to £4 per day**
 - **Annual permits: to be priced as per public permits**

Recommendation 15

That the Long Stay permit prices be increased to align with the new tariffs

- 7.67 Long stay car park permits are intended to provide discounted parking for frequent users. Payment can be made on a monthly, 6 monthly or annual basis. The price of permits were last increased in 2022 alongside changes to the car parking tariffs.
- 7.68 **The Panel are keen to note that the rurality of the East Riding meant that public transport is not as readily available as in urban authorities. Although the Panel feel some reluctance, it was seen as a necessity to increase the long stay parking permits in line with the recent standard tariff increase to maintain the ratio of discounted parking. It is noted that an annual long stay permit still represents value for money compared with frequent use at standard daily pricing.**

REVIEW OF CAR PARKING

7.69 The Panel recommend that long-stay permit be priced as follows:

Town	Permit	Current	New
Bridlington	Class A	£577.50	£700
	Class B	£420.00	£500
	Class C	£315.00	£400
	Class D	£157.50	£200
Hornsea	(exc Hub)	£315.00	£400
Beverley	n/a	£577.50	£700
Howden	n/a	£157.50	£200
Driffield	n/a	£472.50	£500

Recommendation 16

That arrangements for seasonal parking variations be delegated to the Chief Executive in consultation with the Leader of the Council

Key Findings

7.70 The Panel agreed that both officer and Cabinet resource could be saved each year if the decision to vary arrangements for seasonal parking fees be delegated to the Chief Executive and recommend that the Council approve this delegation.

8. Conclusion

The East Riding of Yorkshire, an expansive and predominantly rural authority, has a large and growing population covering 930 square miles. The Council’s geographical area is made up of 26 wards and 171 parishes. Highways transport and the capacity for car parking is essential for the economic, social, and environmental wellbeing of the communities in the County.

The findings of this report demonstrate the significant potential of the Council to realise both necessary savings and increased revenue through a strategic rethinking of its car parking provision whilst improving the vitality of our Towns and Villages. If adopted, the recommendations of this report will present better value for money for rate payers while ensuring that no groups are financially excluded.

This Panel recognises the need to rationalise the Council’s current parking estate and processes to accommodate the changing demands of local communities.

It is also noted that, for this Council to be fit for the future, technological solutions should be embraced. This is with the caveat that, as a diverse and inclusive community, options to accommodate all groups should be safeguarded.

TABLE OF ABBREVIATIONS

ATCM	Association of Town and City Management
BPA	British Parking Association
CEO	Civil Enforcement Officer
CPE	Civil Parking Enforcement
CPZ	Controlled Parking Zone
DfT	Department for Transport
DPPP	Disabled Person’s Parking Place
ETRO	Experimental Traffic Regulation Order
PDRI	Research International
RPS	Resident Parking Scheme
TRO	Traffic Regulation Order

BIBLIOGRAPHY

Re-Think! - Parking on the High Street (https://www.britishparking.co.uk/write/documents/re-thinking_car_parking.pdf)

Websites

www.eastriding.gov.uk

REVIEW OF CAR PARKING

ACKNOWLEDGEMENTS

Officers of East Riding of Yorkshire Council:

Officer	Job Title
Paul Bellotti	Executive Director of Communities and Environment
Alex Crutchley	Destination Group Manager
Lianne Darbinson	Senior Engineer
Mark Falconer	Representative of the Disabled Staff Network
Helen Firth	Principal Transport Policy Officer
Stephen Fisher	Principal Asset Officer
Matt Gent	Service Manager - Taskforce & Environmental Enforcement
Carl Gillyon	Group Manager - Technical Services
David Hepworth	Parking Operations Manager
Claire Hoskins	Director of Asset Strategy
Paula Parker	Service Manager, Traffic & Parking
Nick Russell	Local Tourism Events and Projects Manager
Carl Skelton	Director of Streetscene Services
Claire Watts	Director of Economic Development & Communications

External Participants:

Martyn Coltman	Chair of Regeneration of Bridlington Old Town
Mark Edwards	Business Owner, Driffild
Dan Hubert	CEO - AppyWay
Matt Terry	Commercial Director - AppyWay
Inspector Anthony Tinsley	Roads Policing Unit, Humberside Police
Brian Windsor	Bridlington Tourism Association

Cabinet Members:

Councillor West	Portfolio Holder for Environment and Transport
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REVIEW OF CAR PARKING

CAR PARKING - REVIEW PANEL - SCOPE	
<p>Proposed Review, including desired outcomes and objectives</p> <p>An outline of the issue/subject area which is to be reviewed. The area of activity being proposed should have strategic significance for the Authority.</p>	<p><u>Aim of the Review:</u></p> <p>The aim of the review is to examine Council car parking prices where they are currently in place, to consider introducing costs in areas where it is currently free to park (and the effect locally that this may have), and to compare parking prices and best practice from other Authorities.</p> <p>The review will consider how parking fees are a source of income for the Council and help ensure spaces are not taken unnecessarily or for an undue length of time. However, they can also act as a disincentive to visitors and so impact local businesses and the community.</p> <p>The Council has several staff car parks adjacent to its main corporate buildings. For various reasons, the issuance of staff car parking permits has become fragmented, and a policy is required to ensure transparency and consistency in who is issued with a free permit. There will also be changes to the staff car parking sites in Beverley and these should be considered, and future approaches agreed.</p> <p>An in-depth examination is necessary to ascertain the best approach moving forward and make recommendations for a policy on public car parking charge levels and locations, and Council staff car parking.</p> <p>The review relates to the following corporate priorities:</p> <ul style="list-style-type: none"> • Growing the Economy • Protecting the Vulnerable • Valuing the Environment
<p>Areas the Review Panel wishes to consider</p>	<p>The scope of the review will cover the following areas, amongst any additional issues which may come to light during the review process:</p> <ul style="list-style-type: none"> • Parking facilities and provision of spaces (including widths of spaces), • Parking Permits (MiPermit system and the take up/preference of residents as well as investigating issues and teething problems), • Parking Prevention and Restrictions (including costs and difficulties associated with adding or amending yellow lines and permit zones), • Budgetary, Policy, and Legislative obstacles, • Effect on local tourism, • Economic impact (especially in areas that don't attract tourists or to any great extent passing trade as well as knock on consequences to residents and businesses if they were to be introduced), • Impact of any existing car parking problems, • Disabled, Parent and Child, EV parking space provision, • Motorhome parking and facilities, and coach parking sites • Proximity of out-of-town free parking and shopping, • Obstructions, pavement parking, parking on verges, and impact on visibility/highway safety as well as methods of addressing these, • Parking enforcement, • School streets and temporary road closure scheme. • Council Staff parking, permit options, and future options as capacity is reduced. • Methods of Payment

REVIEW OF CAR PARKING

<p>Who should be consulted and involved in the Review?</p> <p><i>Officers from within the authority who have the knowledge to be able to contribute to the review should be identified.</i></p> <p><i>External Partners, Stakeholders and Agencies who are to be invited to attend a meeting of the Review Panel or can contribute positively to the review should be identified and other consultation to be undertaken should be identified.</i></p> <p>What use would you wish to make of other consultation,</p>	<p><u>External Representatives/Organisations</u></p> <ul style="list-style-type: none"> • Association for Public Service Excellence (APSE) • Local Businesses / Local Chamber of Trade • Residents • British Parking Association <p><u>Representatives of the Council</u></p> <ul style="list-style-type: none"> • Portfolio holders • Ward Councillors • Council Services <ul style="list-style-type: none"> • Asset Strategy • Education and Schools • Tourism • Streetscene (highways, traffic and parking, enforcement) • Finance <p><u>Officers</u></p> <ul style="list-style-type: none"> • Claire Hoskins (Asset Strategy) <ul style="list-style-type: none"> • Helen Firth • Katie Stork • Neal Beckett • Stephen Fisher • Richard Alderson • James Timm/Andrew Hatton • Carl Skelton (Streetscene) <ul style="list-style-type: none"> • Carl Gillyon • Dave Hepworth • Bill Manby • A civil enforcement officer • Claire Watts or sub (Economic Development) • Julian Neilson or sub (finance)
<p>Overview and Scrutiny Sub-Committee to monitor review recommendations</p>	<p>Environment and Regeneration Overview and Scrutiny Sub-Committee</p>