

Calderdale MBC

Wards Affected All

Cabinet 12th June 2023

Review of Parking Charges

Report of the Director for Public Services

1. Purpose of Report

- 1.1 Parking policy is one of the most effective tools available to manage and influence traffic and travel on the highway network. Used well, it can lay the foundations for a more sustainable transport system, supporting active travel, public transport, and emerging alternative fuel technologies, whilst also still catering for those who need to rely on a private car.
- 1.2 The Calderdale Parking Strategy was adopted by Cabinet in October 2022 and this review now operationalises the underlying principles within the strategy, i.e.:
 - a) Parking provision and pricing should meet the needs of all users.
 - b) Parking provision and pricing should support the growth of sustainable transport modes.
 - c) Parking provision and pricing should not hinder access to employment, public services, retail, and leisure destinations.
 - d) Parking provision should not hinder regeneration.
 - e) Parking provision and pricing should ensure that Calderdale remains competitive.
 - f) Where there are competing demands for road space, on-street parking should not be prioritised over the needs of public transport or active travel modes.
 - g) Parking enforcement should be used proactively to further the ends of the strategy.
- 1.3 The Council undertakes a bi-annual review of parking charges to ensure its approach to both on-street and off-street parking is appropriate and continues to support strategic policies around transportation, traffic management, the climate emergency, and strong and thriving towns. The last review was approved by Cabinet in Summer 2020 and delivered in Autumn 2021.
- 1.4 This report sets out a package of proposals, together with supporting rationale (Appendix 1 and Appendix 3) developed within the context of the Parking Strategy and the wider imperatives described above, and increases in charges are generally limited to what they would be if they had increased in line with inflation each year since they were last reviewed (with a number actually kept below that level).
- 1.5 It includes an overall assessment of the specific circumstances in each town and considers other initiatives which may affect the supply of and/or demand for parking in that area so that the proposals are coordinated and 'joined-up' (Appendix 5).
- 1.6 It provides comparative information on parking charges in nearby council areas (Appendix 2) and proposes the introduction of a discounted 'Green Parking Permit' in order to promote and support wider ownership of electric vehicles (Appendix 4).

- 1.7 The report also suggests that the revenue generated from charges is used to support additional carriageway lining work, together with the preparation of detailed parking studies for each of the main towns in the borough.

2. Need for a decision

- 2.1 The proposals in this report support the Parking Strategy, the Climate Emergency that was declared in 2019, and wider supporting strategies, including the Air Quality Strategy and ongoing Transportation initiatives to encourage active travel. These strategies all recognise the importance of good parking management and charging policy in positively influencing travel behaviour.
- 2.2 The Council's approach to off-street and on-street parking charges is due for review in line with the decision that two yearly reviews of car parking charges should be undertaken, and any such changes need to be agreed by Cabinet.

3. Recommendation

It is recommended that:

- 3.1 The proposed tariff changes relating to existing car parking charges set out in Appendix 1 of this report are agreed and implemented.
- 3.2 The proposed tariffs relating to the introduction of new on-street charges set out in Appendix 1 of this report are agreed and implemented.
- 3.3 The proposed tariffs relating to the introduction of new off-street charges set out in Appendix 1 of this report are agreed and implemented.
- 3.4 The proposed increase to the resident permit charges set out in Appendix 1 of this report is agreed and implemented.
- 3.5 The revised charges and amendments which were previously approved by Cabinet in 2018 but which have not yet been implemented for various reasons, are now implemented as set out in Appendix 3.
- 3.6 The proposed electric vehicle contract permit set out in Appendix 4 of this report is agreed and implemented.
- 3.7 The anticipated additional income in years one and two is used to boost additional carriageway lining capacity, prioritising areas where refreshed lining is needed for safety reasons or to ensure effective traffic management, with an amount then added to the annual lining budget in each subsequent year.
- 3.8 The anticipated additional income is also used to support the area parking reviews described in section 4 of this report, which will ensure that comprehensive and up to date information is available to inform the development of individual town parking strategies that reflect local need.
- 3.9 A review of the council car park estate is undertaken to identify any land which may be surplus to requirements and therefore suitable for disposal or alternative use, in line with established procedures.

4. Background

- 4.1 It is important to recognise that many of the towns in the borough are currently benefiting from significant capital investment which will change the dynamics of parking behaviour and need in the area. Similarly, each location must be viewed considering housing/retail/other development, population density, and air quality.
- 4.2 For these reasons, the parking strategy recommends that an individual area parking review is undertaken for each of the six district centres of Halifax, Brighouse, Elland, Sowerby Bridge, Hebden Bridge and Todmorden. These town strategies will be completed in consultation with Ward Members with a view to improving the customer experience and supporting wider strategic objectives on inclusion, vibrancy, and health.
- 4.3 Work is underway on these parking reviews, with a significant amount of data already collected across the borough. As resources allow, these plans will be developed and will better inform future changes to tariffs, duration of stay and location of parking provision, including for Electric Vehicles, which best meets the needs of local communities and businesses.
- 4.4 The area strategies will be communicated to the public so that there is a greater understanding of the justification for changes and how tariffs are reinvested back into the highway infrastructure within their local communities. The overall objective is to provide “the right parking in the right place”.
- 4.5 Until this area review work is complete, officers will continue to make recommendations and review parking charges based upon observed behaviour, occupancy levels and local circumstances. A summary of the current position in each town and planned investment/other initiatives is set out in Appendix 5.
- 4.6 The Parking Strategy also recognises that each district centre is unique in terms of parking supply and demand, access for different modes of transport, business use, and residential parking, and parking policy will continue to support Net Zero carbon and emission reduction objectives by:
 - Achieving a net reduction in total on- and off-street parking capacity to support wider uptake of walking, cycling and public transport options for everyday journeys, and to enable targeted road-space reallocation.
 - Ensuring that parking policy enhances liveability by targeting parking capacity (including for Blue Badge holders) in the right places across the borough and releasing underutilised parking assets for regeneration and public realm enhancement.
 - Improving the quality and safety of council-owned parking facilities for all users, and hosting an electric vehicle charging network that will accelerate the uptake of low and zero emission vehicles.
- 4.7 Councils are obliged to review charges periodically and to take account of their effectiveness in meeting wider policy objectives.
- 4.8 The Traffic Management Act also states that Councils “should never use parking charges just to raise revenue or as a local tax”. However, it is legitimate to set tariffs that increase bay turnover to encourage shoppers rather than commuters, to ensure

free flow of essential road corridors, and to manage areas where there are 'premium' parking spaces.

- 4.9 In 2019 the Council declared a climate emergency and set a bold ambition to be net zero by 2038. Since then, it has continued to develop wider strategies and policies to support this ambition, and the proposals set out in this report reflect this direction.
- 4.10 Parking management plays a key role in ensuring accessibility to towns and district centres, influencing the choice of travel modes, and encouraging active travel. It is a crucial component of an integrated transport strategy. Therefore, it is important that parking provision, charging, and pricing are developed within this wider context and support these other priorities.
- 4.11 Parking charges can play a part in discouraging an over reliance on car-based journeys and encourage drivers to consider more sustainable modes of transport, such as walking, cycling and public transport, for at least some, or part, of their trips.
- 4.12 Higher on-street charges can also help to encourage use of long stay spaces, located on the periphery of towns, therefore maintaining the availability of central spaces for those that need them most, such as disabled badge holders and delivery drivers.
- 4.13 The council's approach is underpinned by a desire to continue to support the wider local economy and regeneration by providing good quality, convenient, affordable, and competitive parking that will sustain vibrant town centres.
- 4.14 There is a need to encourage maximum availability through turnover and management of kerb space, and where appropriate, generation of income to support the Council's investment in highways and related services. It is estimated that up to 30% of drivers in town centres are looking for parking, and charging rates need periodic review to address these issues in a rapidly changing world.
- 4.15 The overall aim is for a level of consistency and simplicity, whilst recognising the continued challenges facing the high street and the differing needs of different parts of the borough.
- 4.16 The 2020 pandemic had a significant impact on businesses, and the way people both work and shop has changed. More 'hybrid working' arrangements and on-line shopping activity has led to a reduction in footfall and retail demand, with some high streets remaining fragile and seeking to reinvent themselves.
- 4.17 However, there is some evidence that car usage is now returning to around pre-pandemic levels, but occupancy in some of the council's larger long stay car parks remains low.
- 4.18 There can be a perception that parking charges in Calderdale are artificially low, so a comparison to neighbouring authorities has been undertaken (see Appendix 2).
- 4.19 The concept of 'zoning' is currently used when setting parking charges, with inner zones (premium spaces) priced higher to reflect the limited number of spaces available and the convenience of/demand for parking in these areas, with outer zones being cheaper and for longer stay, commuter type parking. This method works well and helps reduce the numbers of vehicles circulating around the town centres hunting for cheap or free parking.

- 4.20 Any additional income, after covering the costs of the service, supports investment in both parking services and maintenance/enhancement of the wider highway infrastructure.
- 4.21 The proposals in this report have been carefully developed to balance the interests of businesses, residents and visitors, the need to manage ever-increasing levels of traffic, and the wider transportation and environmental policies referred to above.
- 4.22 It is acknowledged that increasing parking charges is rarely popular, but it is necessary to keep pricing up to date and competitive within the local 'parking market', and to ensure availability and turnover of spaces to support footfall in town centres.
- 4.23 The proposals vary from town to town, in recognition of the different ways these places function, using parking studies where available (as in Todmorden, Sowerby Bridge, Hebden Bridge and Halifax), surveys of usage/occupancy levels undertaken by Transportation and Parking Services, the 'local knowledge' of officers, and any feedback from residents and businesses, in order to reflect the diversity of the Borough rather than being crude 'across the board' increases.
- 4.24 The proposals reflect the current 'cost of living crisis', with some long stay charges in outer lying areas being reduced to support lower paid workers in, for example, retail and hospitality, who do not have the option of working at home.
- 4.25 Recognising the continuing low levels of occupancy in some car parks, this report also seeks approval to review the whole car parking estate. In 2016, a total of 19 car parks were declared surplus to requirements but over recent years occupancy has further declined. This has resulted in some car parks now running at a loss once business rates and other costs are taken into account. It is therefore proposed that the wider car parking estate should be reviewed once more, with consideration being given to disposal or re-purposing land to support wider objectives, such as regeneration projects or Electric Vehicle charging hubs.
- 4.26 The ticket machine infrastructure is rapidly ageing, and work is underway to upgrade and replace existing machines. Payment options will be reviewed as part of this process to ensure a range of convenient methods for drivers to pay for their parking, whilst ensuring that motorists are not digitally excluded.
- 4.27 Finally, in the 2018 review of charges Cabinet approved a number of measures, with tariff changes and permit price changes being implemented, but a small number of new parking charges were put on hold as many of the locations were affected by the flooding in 2019, which was then quickly followed by the pandemic in 2020. These are set out in Appendix 3 to provide an opportunity for Cabinet to review the outstanding changes and make any further adjustments as necessary.

5. Financial implications

- 5.1 The financial forecasts of income detailed in Appendix 1 assume that any increase in charges would not affect current occupancy levels. However, as these changes are intended to encourage motorists to consider alternative modes of transport they could of course affect income and so this will be monitored closely.

- 5.2 There will be some implementation costs associated with the changes (indicated in Appendix 1), but these can be covered by the anticipated income and contained within existing budgets.
- 5.3 The projected income set out in the proposals is as of 2023. Any significant changes to the overall number of chargeable parking spaces and their usage are difficult to calculate at this stage. There are several major capital and highway projects ongoing that will reduce the number of spaces, and therefore income, during and upon completion, and income budgets will need to be adjusted when the precise impacts are known.
- 5.4 The income forecast for 2022 - 23 will be half yearly as these changes, if approved, will be delivered by autumn 2023.

6. Legal Implications

- 6.1 The Council can set charges on a broadly commercial basis in car parks.
- 6.2 However, on-street charging is very different as the Road Traffic Regulation Act 1984 stipulates that tariffs must be set for genuine traffic management, rather than income generation, purposes.
- 6.3 Regulation of parking controls must be set out in either Traffic Regulation Orders (TROs) for on-street regulation or Parking Places Orders (PPOs) for on and off-street parking control.
- 6.4 TROs and PPOs are statutory documents with significant legal standing. The process to invoke such Orders is lengthy, time-consuming, and requires significant public consultation.
- 6.5 A relatively straightforward TRO will typically take a minimum of three months to complete. This is usually due to the consultation process and objections that must be considered carefully by the Council.
- 6.6 A change to a tariff alone is done using a Notice of Variation and does not require a full TRO or PPO consultation. Therefore, any further change, for example in support of a wider scheme, that is required prior to the next full review, can be made relatively easily and is not a reason to delay until the outcome of the area reviews.
- 6.7 Parking Services, Traffic, Legal Services, and the Communications team will need to work closely together to programme any changes to the TROs and PPOs and ensure these are communicated positively.

7. Human Resources and Organisation Development Implications

- 7.1 None.

8. Environment, Health and Economic Implications

- 8.1 The Parking Service plays an important role in maintaining and improving the health of residents and visitors by minimising vehicle emissions and enhancing road safety for all users. Additionally, controlling congestion and providing sufficient supply of parking spaces contributes to the economic vitality of the Borough.

- 8.2 The potential impact of the proposed options on traffic management and investment in the economy of Calderdale has been a key consideration.

9. Equality and Diversity

- 9.1 The equality implications of these proposals have been considered and there are no direct impacts on specific groups.
- 9.2 Whilst the introduction of charging for car parking will have a financial impact, the charges proposed are relatively small and are proportionate and appropriate in each case.
- 9.3 Blue badge holders will continue to be able to park in charged for spaces without payment and time limit (and on yellow lines for up to 3 hours).
- 9.4 A full Equality Impact Assessment is attached to this report.

10. Summary and Recommendations

- 10.1 These proposals have been developed within the context of the council's Parking Strategy and vision, which aims to balance considerations around:
- Support for wider transportation, air quality and active travel policies.
 - The diversity of the borough's towns and high streets.
 - Supply of, and demand for, kerb space.
 - The need to provide affordable parking options for town centre workers who need to travel by car or cannot use other transport options, particularly those working in lower paid occupations.
 - Competition from privately operated car parks and other commercial considerations.
- 10.2 The result is a package of proposals which suggests some increases in existing charges, plus areas where new charges could be introduced, as well as locations where charges might remain the same or even decrease.
- 10.3 Any increases in charges have generally been limited to the application of annual inflation since the last time the tariff was changed (and many have been kept below this level to reflect wider economic pressures or changes in public behaviour).
- 10.4 There are also proposals in the report for new approaches such as short stay 'pop and shop' and the introduction of a discounted Green (Electric Vehicle) Parking Permit.
- 10.5 The revenue from the changes recommended in the report will be used to support the maintenance and enhancement of the highway network across the borough, including a significant investment in the carriageway lining budget as this is something that members of the public and Councillors have indicated should be a priority.

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The documents used in the preparation of this report are:

1. Service files
2. Council reports and minutes

The documents are available for inspection at:

Mulcture House, Halifax

Appendix 1

Halifax On Street

Location/Area	Existing Charge	Proposed Charge	Estimated Annual Income	Capital Cost (one off)	Comments
Halifax CPZ (1 & 2hr bays)	Monday – Sunday (inc BH) 8am – 8pm £0.80 per 30 mins	Monday – Sunday (inc BH) 8am – 8pm £1.00 per 30 mins	£100k	£2.7k	Premium spaces Designed to encourage turnover/availability of space Use of zoning effect Affected by A629 (Phase 2), Future High Street scheme & Bus Station redevelopment – reduced spaces Application of inflation takes this to 98p. Last Tariff Change: February 2019
Halifax Outer (4hr bays) *Akroyd Place	Monday – Sunday (inc BH) 8am – 8pm £0.60 per hour	Monday – Sunday (inc BH) 8am – 8pm £0.80 per hour	£45k	£2.9k	Over 50% cheaper than CPZ Within 5 min walk of town centre Use of zoning effect *Akroyd Place will retain 2hr max stay Last Tariff Change: February 2019
Causeway	Monday - Saturday 8am – 6pm £0.50 per hour, capped at £3.50	Monday – Sunday (inc BH) 8am – 8pm Max stay 4hrs £0.80 per hour (same as line above)	£0	£1K	Revenue neutral change Change to short stay (4hrs) - consistent with other parking/tariff in area (Dispensary Walk, Berwick Street, Alfred Street). Over 50% cheaper than CPZ Within 5 min walk of town centre, Piece Hall, Woolshops. Use of zoning effect Last tariff Change: November 2013

Halifax Long Stay	Monday - Saturday 8am – 6pm £0.50 per hour, capped at £3.50	Monday - Friday 8am – 6pm £0.50 per hour, capped at £3.50 Saturday £0.50 capped at £2.50	£0	£3k	Revenue Neutral – lower Saturday rate to encourage increased occupancy. No change to the daily rate Monday-Friday (commuter) Reduced capped rate for Saturdays Affected by Transforming Cities Fund – reduction in spaces. Last Tariff Change: November 2013
			£145k	£9.6k	

Hebden Bridge On Street

Location/Area	Existing Charge	Proposed Charge	Estimated Annual Income (Gross)	Capital Cost (one off)	Comments
Hebden Bridge (1hr bays) Crown Street Albert Street Cheetham Street Carlton Street	Monday – Sunday (Inc BH) 8am – 8pm Free 30 mins £0.20 per hour	Monday – Sunday (Inc BH) 8am – 8pm £0.20 for 30 mins £0.40 per hour	£10k	£1k	Premium spaces/high occupancy spaces. Pop and shop option included - Continuing to support residents with a short stay cheap rate – free periods are difficult to enforce. Use of zoning effect Charges intended to reduce vehicles searching for 'free' parking in an AQMA. Affected by the Flood alleviation scheme – reduction in spaces. Last Tariff Change – July 2018 (introductory rate)
Hebden Bridge (P&D Long Stay Bays)	Monday – Sunday (inc BH) 8am – 8pm	Monday – Sunday (Inc BH) 8am – 8pm £0.90 per hour	£16k	£1k	Premium spaces Could consider introduction of a 'Pop and Shop' option as referred to above. Use of zoning effect.

Hangingroyd Lane Valley Road Regent Street Old Gate* Butress**	£0.70 per hour *£0.80 per hour	** Removal of P&D bays and introduction of parking restrictions on cobbled area to protect heritage.			Spaces will be affected by the Flood alleviation scheme. Last Tariff Change: February 2019
Hebden Bridge (Free) Central Street Salem Street Hilton Street	No current charge Existing Restriction Resident Parking all days all hours or Limited Waiting 2 hours return prohibited within 2 hours 8am-6pm	Monday – Sunday (Inc BH) 8am – 8pm 1hr P&D bays/shared with Resident permit holders (existing eligibility criteria) (all days/hrs) £0.20 for 30 mins £0.40 per hour	£1k	£4k	Currently not signed/lined/enforceable but is referenced in the TRO Proposed to balance the needs of shoppers/business/residents/ and school as a key town centre location which requires a turnover of space. Same charges proposed as Holme Street/Riverside School for consistency Last Tariff Change: N/A
Hebden Bridge (free) Keighley Road (Approx. 15 spaces) <i>**Further work required to establish if location is suitable for</i>	None	Monday – Sunday (Inc BH) 8am – 8pm £0.90 per hour	£18k	£4.2k	Currently an anomaly and sees daily parking of approximately 10-15 cars (free) **Central location/Main A Road/bus route **Proposed to assist in the management of kerb space Last Tariff Change: N/A

<i>parking. If not suitable, no waiting restrictions to be considered to improve bus route/travel times</i>					
			£45k	£10.2k	

Brighouse On Street

Location/Area	Existing Charge	Proposed Charge	Estimated Annual Income (Gross)	Capital Cost (one off)	Comments
Brighouse (1hr bays) Commercial Street Market Street Bradford Road Gooder Street Park Street Bethel Street Briggate King Street	Monday – Saturday 8am – 6pm £0.20 per hour	Monday – Saturday 8am – 6pm £0.20 for 30 mins £0.40 per hour	£10k	£1.3k	<p>Proposal changes based on current spaces/charges and time limits.</p> <p>The spaces are premium spaces. There is a ‘pop and shop’ option within the proposals to continue to support residents with a short stay cheap rate.</p> <p>Existing Refund Scheme removed at request of Brighouse BID as no longer required.</p> <p>Long stay car parks, with low charges available within short distance from the centre (Bank Street, Mill Lane, Church Lane).</p> <p>The area is affected by the Brighouse Towns Investment Programme (TIP), which will see a reduction of approx. 50% of the</p>

					<p>on street parking spaces across the town centre. Many of the remaining spaces will become shared use spaces (paid for parking, disabled (free) or loading). This is something that Parking Services have expressed an operational concern with, along with the proposal to reduce the current stay period to just 30 mins from the current 1 hour (still to be agreed).</p> <p>The current proposed income is based on existing spaces but will need to be revised/reduced on approval of the final TIP scheme, where the impact of the reduced spaces can be confirmed.</p> <p>Last Tariff Change: July 2019</p>
			£10k	£1.3k	

Skircoat On Street

Location/Area	Existing Charge	Proposed Charge	Estimated Annual Income (Gross)	Capital Cost (one off)	Comments
Skircoat (4hr Bays) Godfrey Road Dryclough Lane inc Dudwell Lane*	Monday – Friday 8am – 7pm £0.90 per hour	Monday – Friday 8am – 7pm £1.00 per hour	£13k	£1k	Low occupancy at weekends, so no charges, removes risk of migration to RPZs Increased demand for space Monday – Friday due to outpatients' appointments. Future increase in demand for space possible due to new multi storey car park. *North eastern end of Dudwell Lane Last Tariff Change: February 2019
Skircoat (Long Stay)	Monday – Friday 8am – 7pm	Monday – Friday 8am – 7pm	£6k	£1.2k	Remains competitive against hospital charges.

Skircoat Green Road Skircoat Green Dudwell Lane* Lawrence Road Stafford Road	£0.50 per hour, capped at £2.50	£0.60 per hour, capped at £3.00			Retains capped rate, to reduce risk of expired tickets and to support commuters. *Southwestern end of Dudwell Lane Last Tariff Change: December 2016
			£18k	£2.2k	

Halifax Car Parks

Location/Area	Existing Charge	Proposed Charge	Estimated Annual Income (Nett)	Capital Cost (one off)	Comments
North Bridge Car Park	Monday – Friday 8am – 6pm	Monday – Friday 8am – 6pm	0	£5k	Revenue neutral Reduced tariff to encouraged increased occupancy. Retains capped rate, to reduce risk of expired tickets. North Bridge car park will be affected by the Leisure Centre redevelopment, when un-paused. See appendix 5
High Street Car Park	£0.50 per hour, capped at £3.50	£0.50 per hour, capped at £2.50			
Cross Hills Car Park	Saturday £1.00 all day	Saturday £1.00 all day			Last Tariff Change: December 2016
Mulcture Hall Road Car Park	Monday – Friday 8am – 6pm	Monday – Saturday 8am – 6pm	0	£2k	Revenue neutral Reduced tariff to encourage increased occupancy. Retains capped rate, to reduce risk of expired tickets. Removal of £1.00 Saturday rate Car Park listed for disposal 'Minster Way mixed use development'
	£0.50 per hour, capped at £3.50	£0.50 per hour, capped at £2.50			Last Tariff Change: December 2016
	Saturday £1.00 all day				
Hanover Street Car Park	Monday – Saturday 8am – 6pm	Monday – Friday 8am – 6pm	0	£1k	Revenue neutral Reduced tariff to encouraged increased occupancy. Retains capped rate, to reduce risk of expired tickets. Introduction of £1.00 Saturday rate.
	£0.50 per hour, capped at £3.50	£0.50 per hour, capped at £2.50			Last Tariff Change: December 2016
		Saturday £1.00 all day			
King Street car park	Monday – Saturday 8am – 6pm	Monday – Saturday 8am – 6pm	£5k	£1.5k	Central location in close proximity to popular town centre locations (Woolshops/Piece Hall and the Minster).
		£0.50 per hour			

	£0.50 per hour, capped at £3.50				Suitable for Sunday charges due to proximity to above. Capped rate removed Last Tariff Change: December 2016
Bull Green Car Park (2hr max Stay)	Monday – Sunday 8am – 8pm (Inc BH) £1.00 per hour	Monday – Sunday 8am – 8pm (Inc BH) £1.20 per hour	£10k	£1k	Premium location Affected by the A629 scheme – reduction in spaces. See appendix 5. Last Tariff Change: December 2016
Shibden Park	Monday – Sunday 9am – 6pm (inc BH) £0.50 per hour, capped at £1.50	Monday – Sunday 9am – 6pm (Inc BH) £0.50 for first 30 mins £1.00 per hour thereafter capped at £5.00	£90k	£2.5k	Destination car park outside of Halifax town centre, with limited alternative parking. High occupancy during school holidays/summer months/tariff required to assist management of car park. Retains a capped rate, to reduce risk of expired tickets and a lower first 30 minute tariff. Last Tariff Change: March 2017
Wakefield Road Hipperholme	Monday – Saturday 8am -6pm First hour free, 40p per hour, capped at £2.00	Monday – Saturday 8am -6pm 4hrs max stay First 30 mins 30p, 60p per hour	£1.5k	£1K	Shopper car park, suited to short stay parking. Max stay introduced. Majority of transactions just 30 minutes stay. Pop and shop option included - Continuing to support residents with a short stay cheap rate. Last Tariff Change: December 2016 (introductory tariff)
St Johns Lane Akroyd Place	Monday – Sunday 8am – 8pm (Inc BH)	No Change	0	0	Last Tariff Change: December 2016

	Max Stay 4hrs £1.00 per hour				
Prescott Street Union Street	Monday – Saturday 8am – 6pm £0.50 per hour, capped at £3.50	No Change	0	0	Last Tariff Change: December 2016
Victoria Street	Monday – Friday 8am – 6pm £0.50 per hour, capped at £3.50 Saturday £1.00 all day	No Change	0	0	Last Tariff Change: December 2016
			£106.5k	£14k	

Hebden Bridge Car Parks

Location/Area	Existing Charge	Proposed Charge	Estimated Annual Income (Nett)	Capital Cost (one off)	Comments
Hebden Bridge (P&D 4hrs) St Pol St George's Square *	Monday – Sunday (Inc BH) 8am – 8pm Max Stay 4hrs £0.80 per hour	Monday – Sunday (Inc BH) 8am – 8pm Max Stay 4hrs £1.00 per hour	£17.5k	£1.3k	Premium spaces High demand *Car park closed Thursday – Sunday for market. Last Tariff Change: February 2019
Hebden Bridge (P&D Long Stay) Market Place New Road Garden Street	Monday – Sunday (Inc BH) 8am – 8pm £0.70 per hour	Monday – Sunday (Inc BH) 8am – 8pm £0.80 per hour	£13k	£2.1k	Premium spaces High demand Keeping cheaper than on street long stay tariff Last Tariff Change: February 2016
			£30.5k	£3.4k	

Todmorden Car Parks

Location/Area	Existing Charge	Proposed Charge	Estimated Annual Income (Nett)	Capital Cost (one off)	Comments
*Bramsche Square School Lane	Monday – Saturday 8am – 6pm £0.60 per hour	Monday – Saturday 8am – 6pm £0.90 per hour	£12.5k	£1.3k	Free On Street Parking throughout town *Affected by Todmorden Town Fund Project – see appendix 5 – reduction in at least 50% of spaces Suitable for introduction of short stay parking Max stay 4hr (shoppers) Loading/unloading - area within car park and can load/unload on DYL on highway. Last Tariff Change: April 2011
Lever Street Union Street Halifax Road	Monday – Saturday 8am – 6pm £0.60 per hour	Monday – Saturday 8am – 6pm £0.70 per hour	£7.5k	£2.1k	Free On Street Parking throughout town Tariffs consistent with parking in other towns. Last Tariff Change: December 2016
			£20k	£3.3k	

Todmorden On/Off Street

Location/Area	Existing Charge	Proposed Charge	Estimated Annual Income (Nett)	Capital Cost (one off)	Comments
Station Approach* (approx. 20 spaces)	None	Monday – Saturday 8am – 6pm £0.50 per hour	£12.5k	£5k	Free short stay on street parking throughout town Train station car park nearby, which offers free parking. Town centre location Consistent with other car parks located by train stations.

					*Includes on/off street parking. Last Tariff Change: N/A
			£12.5k	£5k	

Elland Car Parks

Location/Area	Existing Charge	Proposed Charge	Estimated Annual Income	Capital Cost (one off)	Comments
Southgate	Monday – Saturday 8am – 6pm £0.40 per hour capped at £2.40	Monday – Saturday 8am – 6pm 50p per hour	£7.5k	£1k	Premium spaces Encouraging turnover/availability of space Free short stay on street parking throughout town Suitable for introduction of short stay max 4hrs Last Tariff Change: December 2016
Crown Street	No Charge	Monday – Saturday 8am – 6pm £0.40 per hour, capped at £2.40	£5k	£4.5k	Town Centre location Currently free and used primarily by town centre residents. Free short stay on street parking throughout town First hour free available in Timber Street car park Last Tariff Change: N/A
Coronation Street Boxhall Road	Monday – Saturday 8am – 6pm	Monday – Saturday 8am – 6pm 50p per hour	£2.5k	£1K	Coronation Street affected by Future High Street Scheme and will see a reduction in spaces - see appendix 5 Suitable for short stay parking (4hrs) and creation shopper car park

	First hour free, 50p per hour				First hour free parking removed and has been made available in Timber Street car park due to Coronation Street being affected by the Future high Street Scheme. Note: the free period is commonly abused. Last Tariff Change: December 2016
Brook Street	Monday – Saturday 8am – 6pm £0.40 per hour capped at £2.40	No Change	0	0	Car park declared surplus and approved by Cabinet in 2016. Last Tariff Change: December 2016
			£15k	£6.5k	

Brighouse Car Parks

Location/Area	Existing Charge	Proposed Charge	Estimated Annual Income (Nett)	Capital Cost (one off)	Comments
Bethel Street	Monday – Saturday 8am – 6pm £0.70 per hour	Monday – Saturday 8am – 6pm £0.90 per hour	£20k	£1.3k	Central location Premium spaces Reduced spaces due to parklets Affected by Brighouse Town Funds Scheme – see appendix 5 Suitable for introduction of short stay parking Max stay 4hrs (shoppers) Last Tariff Change: February 2019
Daisy Street	Monday – Saturday 8am – 6pm	Monday – Saturday 8am – 6pm	£4k	£1.3k	Creating consistency in tariffs with both Parsonage Lane C/P and Commercial Street C/P

Owler Ings	£0.60 per hour	£0.70 per hour			Affected by A641 project – see appendix 5. Last Tariff Change: Feb 2019
Parsonage Lane Commercial Street	Monday – Saturday 8am – 6pm £0.70 per hour	No change	£0	0	Last Tariff Change: Feb 2019
Mill Lane Bank Street	Monday – Saturday 8am -6pm First hour free, 40p per hour, capped at £2.00	Monday – Saturday 8am -6pm 50p per hour, capped at £3.50	£1.5k	£1.8K	Both car parks primarily support the commuter base and the proposed charge is consistent with other commuter car parks. Both car parks within 5-minute walk of the high street. First hour free removed Last Tariff Change: December 2016 (introductory rate)
Church Lane	Monday – Saturday 8am -6pm First hour free, 40p per hour, capped at £2.00	Monday – Saturday 8am -6pm First hour free, 50p per hour, capped at £3.00	£1.5k	£1.3K	Retention of the first hour free to support the local medical centre. Last Tariff Change: December 2016 (introductory rate)
			£27k	£5.7k	

Sowerby Bridge Car Parks

Location/Area	Existing Charge	Proposed Charge	Estimated Annual Income (Nett)	Capital Cost (one off)	Comments
Tuel Lane Car Park	Monday – Saturday 8am – 8pm £0.50 per hour	Monday – Saturday 8am – 8pm First 30 mins 30p, 60p per hour	£7.5k	£1.3k	Not considered a primary tourist /shopper destination. Free on street parking throughout town Affected by CIP Scheme – reduced spaces due to creation of event/market space. Suitable for introduction of short stay parking 4hrs Last Tariff Change: February 2019
Stanley Street West Street Car Park	Monday – Saturday 8am – 8pm £0.40 per hour, capped at £2.40	Monday – Saturday 8am – 8pm £0.50 per hour, capped at £3.00	£4k	£1.3k	Not a primary tourist /shopper destination. Free on street parking throughout town Affected by CIP Scheme – see appendix 5. Last Tariff Change: December 2016
			£11.5k	£2.6k	

Resident Permit Charge

Current Charge	Proposed Charge	Income	Comments
£25.00	First permit = £30.00 Second permit = £60.00 Third permit = £90.00	£30k	Price not changed since introduced of the charge in 2012. Introduction of Virtual Permits in February 2022, encouraging self-serve. Resident Permits = Virtual Visitor Permits = Paper Permit

			<p>3041 permits issued in 2022/23 - 61% of permits issued were visitor permits.</p> <p>Over 50% of the operational Resident Permit Zones are in what are considered to be lower-income areas/terraced/rented housing</p> <p>The £25 administration charge does not apply to 'Access Permits' issued for Prohibition of Driving/Entry areas. The Council administers these schemes but is not responsible for enforcement due to this being a moving traffic restriction/not a parking restriction. No current charge for the permit, which is issued as a paper permit, due to being required to be displayed.</p> <p>Consideration could be given to introducing a reduced administration charge for Access Permits.</p>
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Capital Costs	£64k
Income - Charges	£441k
Income - Resident / Visitor Permits	£30k
Total net income	Year 1 (6 months) = £156k Year 2 onwards - £471k

Note: there are minimal ongoing revenue costs which will be covered by existing revenue budgets.

Inflation since the last tariff change has been used as a limit for any increase, with the exception of Shibden Park and the 20p/hr charges.

All income calculations are based on current occupancy. As modal shift to alternative types of transport takes place, there will be lower occupancy and so income and budget will need to be adjusted accordingly.

Appendix 2

Authority	On street (short stay)	On street (long stay)	Off street (short stay)	Off street (long stay)	Comments
Kirklees					Only Huddersfield town centre charges for on street parking
Dewsbury	50p for 45 minutes, £1.00 for 90 minutes	N/A	50p/hr	£2.00 for 5 hours, £4.00 all day	
Holmfirth	N/A	N/A	20p for 30 minutes, 40p for 1 hour, 60p for 2 hours	£1.00 for 3 hrs, £2.00 for 5 hrs, £2.80 all day	
Huddersfield	£1.00 for 45 minutes, £2.00 for 90 minutes	£2.50 for 5 hrs, £3.00 all day £1.00 per visit on Sundays	90 per hour Sundays - £1.00 for 4 hours maximum stay	70p per hour Sundays - £1.00 for 4 hours maximum stay	
Bradford					Only Bradford and Ilkley charge for on street parking
Bradford	£1.00 per hour	80p up to 2 hours, capped at £3.50	70p per hour	£1.00 per hour, capped at £4.00	
Ilkley	Free up to 1 hour, £1.00 per hour	Free up to 1 hour, £1.00 per hour	£1.00 per hour	£1.00 per hour, capped at £5.00	
Baildon				£2.00 all day	
Bingley	N/A	N/A	70p per hour	70p per hour, capped at £3.50	
Haworth	N/A	N/A	N/A	70p per hour, capped at £4.00	
Keighley	N/A	N/A	70p per hour	70p per hour, capped at £3.50	
Saltaire	N/A	N/A	N/A	70p per hour, capped at £3.50	

Shipley	N/A	N/A	70p per hour	70p per hour, capped at £3.50	
Wakefield					Only Wakefield charge for on street parking
Wakefield	90p per hour	90p per hour, capped at £5.80	70p per hour	90p per hour, capped at £5.80	
Castleford	N/A	N/A	70p per hour		
Pontefract	N/A	N/A	70p per hour	70p per hour, capped at £4.30	
Burnley	N/A	N/A	BAND A -£1.00 per hour, £5.60 over 3 hrs BAND B - £1.00 per hour, £3.80 over 3 hrs	BAND A -£1.00 per hour, £5.60 over 3 hrs BAND B - £1.00 per hour, £3.80 over 3 hrs	No charges for on street parking
Rochdale	N/A	N/A	N/A	Up to 3 hours - free, £1.00 - 4 hrs, £1.30 - 5 hrs, £1.60 - 6 hrs, Over 6 hrs - £5.00	No charges for on street parking

Skipton	N/A	N/A	20p up to 30 mins £1.20 - 1 hour £2.30 - 2 hours £3.50 - 3 hours £4.50 - 4 hours	*20p up to 30 mins £1.20 - 1 hour £2.30 - 2 hours £3.50 - 3 hours £4.50 - 4 hours £5.50 - 9 hours	No Charges for on street parking. Blue badge holders must pay in off street car parks *only in designated bays close to shops
Leeds	Mon - Fri 20 mins - £1.30 40 mins - £2.20 1 hour - £3.10 90 mins - £4.70 2 hours - £5.50 Sat £1.00 per hour - up to 5 hours Sunday, 10am to 10pm Up to 4 hours £2 Over 4 hours £5 6pm to 10pm £3.60	Up to 2 hours £2 Up to 4 hours £2.70 Up to 6 hours £4 Up to 8 hours £5.40 Up to 10 hours £5.80	£1.00 per hour	Mon - Fri Up to 2 hours £1.50 Up to 4 hours £2.70 Up to 6 hours £3.80 Up to 8 hours £5 Up to 10 hours £6.40 Saturday Up to 2 hour £1 Up to 4 hours £2 Up to 6 hours £3 Over 8 hours £4 Sunday Up to 4 hours £2 Over 4 hours £5 6pm to 10pm £3.60	Evening pricing structure (set price of £3.60 between 6pm - 10pm) High hourly rates, but use of capped rates

Appendix 3

Town	Location	Cabinet Approved Change	Income (Note: already included in existing income budget)	Comments
Sowerby Bridge	Station Road (On Street)	Introduction of charges and change of length of stay Monday – Saturday 8am – 6pm Max Stay 4hrs First hour free 40p per hour	£3,369	This road is now part of the Corridor Improvement Programme (CIP) and will be delivered as part of this work. The CIP proposals have re- designated some spaces to alternative use, resulting in a reduction on the forecasted income. This could be offset by extending the length of the charged for spaces to eastern end of Station Road.
Halifax	Lister Court Car Park	Introduction of charges £1.00 per hour No change to length of stay (2hrs)	£12,480	To be removed/not delivered - TCF scheme impacts this area and no longer cost effective to introduce. Reduce any increased income budget by this amount if removed.
	Union Street South (On Street)	Introduction of charges (share with resident permit holders – existing zone) 60p per hour Max Stay 4 hours	£7,500	To be implemented at the same time as the changes contained in this report, but using the charge/tariff agreed in this report for the Halifax Outer (4hr bays) - £0.80 per hour
Todmorden	Dale Street Car Park Dalton Street Car Park	Introduction of charges Monday – Saturday	£10,000	To be implemented at the same time as the changes contained in this report

	Oxford Street Car Park	8am – 6pm First hour free 40p per hour Capped at £2.00		
Ripponden	Royd Lane Car Park	Introduction of charges Monday – Saturday 8am – 6pm First hour free 40p per hour Capped at £2.00	£6,500	To be implemented at the same time as the changes contained in this report
Mytholmroyd	Burnley Road Car Park	Introduction of charges Monday – Saturday 8am – 6pm First hour free 40p per hour Capped at £2.00	£3,000	To be implemented at the same time as the changes contained in this report.
Hebden Bridge	Holme Street	Introduction of charges and a change of tariff. Free 30 mins, 20p per hour Max Stay 1hour Change to apply to the existing long stay P&D bay and existing free limited waiting bays.	£3,000	To be implemented at the same time as the changes contained in this report, but using the charge/tariff agreed in this report for the Hebden Bridge (1hr bays) £0.20 for 30 mins, £0.40 per hour.

Appendix 4

Green (EV) Contract Permit

It is proposed that a Green Contract Permit for electric cars be introduced that has the potential to support the Council's Climate Emergency response and Air Quality Strategy by helping to accelerate a shift from petrol and diesel to electric vehicles. Similar schemes are operated in both Leeds and Kirklees.

The initial proposal is for cars that are 100% electric, however the scheme could be extended to other ultra-low emission vehicles in the future.

The levels of 100% electric car registrations according to the 2022 (Q3) Government statistics is set out below:

Table 1 - TOTAL ELECTRIC (100% BATTERY) REGISTERED CARS

Note: Figures do not include light goods/HGVs/Buses

Area	Total No. of EV Registered cars (100% battery)
Great Britain	540,159
West Yorkshire	27,632
Bradford	1,480
Calderdale	766
Kirklees	1,500
Leeds	22,670
Wakefield	1,216

Table 2 - TOTAL ELECTRIC (100% BATTERY) PRIVATELY REGISTERED CARS

Area	Total No. of EV Registered cars (100% battery) PRIVATE
Great Britain	229,226
West Yorkshire	5,628
Bradford	1,026
Calderdale	549
Kirklees	1,062
Leeds	2,170
Wakefield	821

Table 3 - TOTAL ELECTRIC (100% BATTERY) COMPANY REGISTERED CARS

Area	Total No. of EV Registered cars (100% battery) COMPANY CARS
Great Britain	303,023
West Yorkshire	22,004
Bradford	454
Calderdale	217

Kirklees	438
Leeds	20,500
Wakefield	394

In summary, just over 540,000 100% battery cars are registered in Great Britain. 5% of these were registered in West Yorkshire and just less than 0.1% are registered in Calderdale.

Of those registered in West Yorkshire, around 10% are registered in Calderdale.

Out of those registered in Calderdale, 71.5% are privately registered and 28.5% are company cars.

The proposal for a “Green Permit” is to further encourage and provide an incentive to residents to consider investment in a 100% electric car.

Proposed Eligibility

- Only cars that are 100% fully electric (those that solely rely on a battery).
- Calderdale residents only
- The electric car must be registered to the applicant and their residential property.

Cost

- £100 annual cost (not refundable).
- Permit will be issued for the duration of 12 months.
- Vehicle changes to another electric vehicle – free.

Application/evidence

The applicant/resident would need to provide:

- Proof of vehicle ownership
- Evidence that the vehicle is fully electric.

- Proof of residency in Calderdale

Conditions of Use

- The Green permit would be valid in all on street and off street pay and display bays/Council car parks.
- It would not be valid in any other parking area/bay such as disabled bays, resident permit bays or in private car parks or on yellow lines/clearways.
- The maximum stay period and no return period of the parking location will still apply.
- The scheme, eligibility, locations where valid and price will be reviewed annually.

The permit would be relatively simple to introduce as it would not require Traffic Regulation Orders or any other legal processes, and it would be issued virtually, in line with other permits.

Appendix 5

Calderdale comprises of the towns of Halifax, Elland, Brighouse, Sowerby Bridge, Hebden Bridge and Todmorden as well as a number of villages. It is one of the smallest metropolitan districts in terms of population, but one of the largest in terms of area, with a strong rural element.

Todmorden	
<p>Todmorden is a popular market town that attracts shoppers from all over Calderdale and across the border from Lancashire. There is a popular indoor and outdoor market, park, and leisure centre (with pool). There is a train station with free car park and a bus station with a regular bus service running through the town. This area is not an existing Air Quality management Area (AQMA).</p>	
Parking Provision	<p>There is a mixture of free short stay on street parking and long stay pay and display parking within the town centre with charges applying Monday – Saturday, 8am – 6pm.</p> <p>There are 5 pay and display car parks (155 spaces) and 3 free car parks (60 spaces) within this area and one Electric Charge point (School Lane) within the Council car parks.</p> <p>All on street parking is free, but with short stay waiting times in place. Within a 5-minute walk you will find unrestricted residential streets.</p> <p>In addition, there are also 3 national supermarkets (Morrison's, Aldi, Lidl) in close proximity to the town centre, all having large car parks.</p>
Projects/schemes that are in development/delivery	<p>The Corridor Improvement Programme (CIP) is nearing completion. There has been no impact on parking provision, other than a couple of limited waiting spaces on Bridge Street (under review). The area remains available for loading and blue badge holders, subject to the approval of the TRO.</p> <p>Todmorden Station - Lifts and other accessibility improvements are planned at Todmorden Rail Station.</p> <p>Todmorden Town Deal Programme – which is a specific project linked to parking changes is Public Places in the Heart of Todmorden. £3.5m of funding has been awarded to deliver changes to Bramsche Square and adjoining areas surrounding the Market Hall.</p> <p>Within the scope the external market area will be improved, and a Town Square area created for multi-functional and event use. This will affect the car park. The suggested impact on parking of this development will see the loss of approximately 17 spaces in the market car park (Bramsche Square car park).</p>

	<p>A parking survey was undertaken by the Transportation team in 2019 (pre-COVID) and the findings have informed further schemes/projects, where possible.</p> <p>A further parking survey have been carried out with the most recent in March 2023 to support the development of Town Deal programme. The analysis will be available in May 2023.</p>
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Hebden Bridge	
<p>Hebden Bridge continues to attract visitors from all over the UK and beyond. It is a magnet for shoppers, walkers, cyclists, and visitors due to the independent retailers, amazing scenery, and its reputation of being the LGBT capital of the North. Over the last few years several high-profile TV and film productions have used Hebden Bridge as a backdrop for filming, adding to the appeal of this already popular market town. This is in addition to the regular annual events, such as the Duck Race and Handmade Parade. In addition, the local outdoor market operates from St Georges Square car park and is extremely popular, running Thursday through to Sunday along with a park and cinema. There is a train station with car parks in both Hebden Bridge and Mytholmroyd and a regular bus service running through the town. This area is an existing Air Quality Management Area (AQMA)</p>	
Current Parking Provision	<p>Due to the above, parking is at a premium and there is high demand for a very limited number of spaces.</p> <p>Parking charges are operational throughout the town, 7 days a week, between 8am – 8pm, both on street and off street. There are currently 6 pay and display car parks (183 spaces) and approximately 170 on street spaces. There are two Electric Charge points in the Council car parks (Market Place and Bridge Lanes).</p> <p>There is one supermarket, with parking and an additional private car park off Valley Road.</p> <p>In additional there are a number of residential streets, some with resident permit schemes in operation and some unrestricted, all within close proximity to the town centre.</p>
Projects/schemes that are in development/delivery	<p>Corridor Improvement Programme (CIP) - The CIP works at the western end of the A646/Market Street and Heptonstall Road will be completed in June 2023. This will result in a loss of approximately 6 car parking spaces on Market Street.</p>

	<p>On the eastern end of the A646/ Station Road and New Road, all the informal car parking will be removed. This work is planned for summer 2023. This will result in a loss of 60+ parking spaces.</p> <p>Both Mytholmroyd and Hebden Bridge Rail station car parks have been expanded bringing over 200 additional car parking spaces.</p> <p>The CIP will also bring forward a new surfaced car park in Hebden Bridge at Stubbing Holme with c. 50 spaces. These amendments should see an improved flow of traffic which should improve air quality. It is expected that the construction of this car park will commence in early 2024 and take approximately 12 months.</p> <p>In addition to above, the Flood Alleviation Scheme (FAS) has £59m in funding. This improvement scheme will see an impact on parking across Hebden Bridge town centre. This work is currently scheduled to commence in late 2024 and is expected to take 2-3 years. During this work, there will be an impact on both on street and off street spaces, with both road closures and traffic management being in place to manage this (specific details still being reviewed). The scheme will see a permanent reduction in both on street spaces (Old Gate) and off-street spaces (St Pol car park) due to the requirements of a new flood defence wall.</p> <p>A parking survey was undertaken by the Transportation team in 2018 (pre-COVID) and the findings have informed further schemes/projects, where possible.</p>
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Sowerby Bridge

Sowerby Bridge has a vibrant evening economy as there are numerous dining and drinking establishments within walking distance of each other. Its main high street is divided by the extremely busy A58 and is the diversion route in the event the M62 is closed. There is a train station with a free car park along with a regular bus service running through the town. There is also leisure centre (with pool and no car park) and until 2022, there was an outdoor market. This area is an existing Air Quality Management Area (AQMA).

Current Parking Provision

Sowerby Bridge has 3 charged for car parks (131 spaces) with charges applying Monday – Saturday 8am - 8pm. Parking bays just off the high street are time restricted, with the remainder unrestricted but within close proximity of the high street. There are two electric chargers within the town centre – West Street car park and Station Road (on street).

There are two national supermarket retailers (Tesco and Lidl) near the centre, both having large car parks. This is in addition to the free car parks located on Old Causey and in the marina.

Projects/schemes that are in development/delivery

Corridor Improvement Project (CIP) - The CIP will result in a loss of approximately 30 car parking spaces in Tuel Lane car park in order to create event space. This work is programmed for winter 2023/24. The market was demolished in 2022, which should improve the air flow in the town centre.

A parking survey was undertaken by the Transportation team in 2018 (pre-COVID) and findings have informed further schemes/projects, where possible.

Elland	
<p>The small market town of Elland was a centre of wool production, and the decline of this trade had a significant effect on the town, with many mills demolished or converted to residences. The closure of all the high street banks has also seen a decline in footfall. The area is close to the M62 and has Industrial parks at Lowfield's and Ainley's which offer a variety of employment opportunities. The town also has a cinema. There is a regular bus service running through the town, with plans for a train station. This area is not an existing Air Quality management Area (AQMA).</p>	
Current Parking Provision	<p>Elland has 5 charged for car parks (116 spaces) with charges applying Monday – Saturday, 8am – 6pm. On street parking is free, but time limited in the town centre. Of these 5 car parks, 1 (Northgate) has been sold. There is one electric charge point in the town centre car parks (Timber Street).</p> <p>Residential parking is in close proximity to the town and high street with a number of Resident Permit Zones in operation. This in addition to a number of free car parks that can be found within these residential areas.</p> <p>In recent years, major retail businesses have been attracted to the town, including Aldi, Morrison's, and B&M Bargains, all having their own car parks.</p>
Projects/schemes that are in development/delivery	<p>Future High Street - Elland has received a Future High Street funding allocation of £6.3m, with approximately £4m of this is being directed to Heart of the High Street, with multiple interventions to improve the public realm, traffic management and improved market and dwell spaces.</p> <p>Following initial consultation there has been a public concern with the proposed loss of 26 spaces in the Coronation Street car park, and a further public consultation has now been carried out offering other options. The results are due to be published shortly, with the current preferred option seeing the car park retained and a nett reduction of 9 spaces.</p> <p>Elland Station - A new railway station is due to be constructed in late 2024 and will provide 160 car parking spaces.</p>

Brighouse

Brighouse town centre continues to be a busy and vibrant district centre with a good mix of small independent retailers and larger national chain stores occupying the central shopping core. The town attracts popular annual events, such as the 1940's weekend.

There is a weekly market along with a popular leisure centre (with pool). There are good public transport links with both a central bus station and train station with free parking nearby. This area is an existing Air Quality Management Area (AQMA).

<p>Current Parking Provision</p>	<p>There is both on street and off-street parking charges in Brighouse, with charges applying Monday – Saturday, 8am – 6pm.</p> <p>All car parks are current long stay with a variety of tariffs, depending upon location to the town centre and high street. There are currently 8 Council car parks (466 spaces) in the town centre. There are two electric charge points in the Brighouse car parks (Parsonage Lane and Bethel Street).</p> <p>In addition, there are 2 supermarkets (Sainsburys and Tesco) near the town centre, both having large car parks along with another retailer (Wilkos) which also has its own car park.</p> <p>On street parking is short stay (max 1 hour) and has a very low tariff of just 20p per hour. There are approximately 90 on street spaces.</p>
<p>Projects/schemes that are in development/delivery</p>	<p>Brighouse Investment Programme (TIP) – Brighouse has been allocated £19m for various as part of the Towns Fund Programme (TIP) to support long term economic and productivity growth. This scheme looks to improve traffic circulation, create more public green space, and access to the canal side. This project is currently in the design process with parking studies having been undertaken. This scheme will impact the on-street parking and designation of parking within the town centre area. Parking studies have been undertaken in this design stage to assist in decision making.</p> <p>Brighouse A641 scheme - The Council has been allocated £75.5m for interventions along the A641 corridor to improve bus journey times along the corridor, create viable active travel options as an alternative to private car use, a high-quality network for walking and cycling to increase levels of active travel and support modal shift and provide at key junctions to improve crossings, safety and operation.</p> <p>The project is currently in the design stage therefore still subject to some change. Parking studies have been undertaken to understand the impacts of and mitigations for any proposed parking removal. Current proposals will see the removal of parking on the A641, between Bonegate Road and Bailiff Bridge in order to accommodate segregated</p>

	<p>cycle infrastructure and also a reduction of approximately 10 spaces proposals on Bradford Road (between Bethel Street and Commercial Street).</p> <p>The A641 project also proposes to create a new bridge to the west of the town centre. Whilst the alignment has not yet been agreed, the current proposal could impact/remove the whole of Owler Ings car park. In addition, the scheme would require use of Daisy Street car park as a site compound.</p> <p>Local Plan - Daisy Street car park area is also listed in the local plan as a Regeneration action area.</p>
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Halifax

Being the largest of all the towns in Calderdale, Halifax attracts the highest number of vehicles daily. As is the case with Hebden Bridge, Halifax has seen several high-profile TV and film productions using Halifax and surrounding areas as a backdrop for filming, adding to the appeal of this already popular market town. This is in addition to the regular annual events, such as the Halifax Gala and Civic events. The refurbishment of the Piece Hall over recent years which is now hosting large music events has seen an increase in visitors along with the attraction to Shibden Park following the Gentleman Jack along with the large historic indoor market, theatre, and Shay Stadium. There is a train station with small free car park and a bus station, with a regular bus service running through the town and surrounding areas. Some areas of Halifax have an AQAM's.

Current Parking Provision

There are 14 Council operated car parks (approx. 1100 spaces) within proximity to the town centre, all varying in size. The more central are smaller and short stay, with the remainder being long stay. There are approximately 900 on street spaces.

The parking charges apply across short stay spaces (on and off street), apply 7 days a week, between 8am – 8pm and in the long stay parking spaces, which are found in the more outer lying areas, Monday – Saturday, 8am-6pm.

Due to this being our largest town, we see a high number of privately operated car parks, particularly on the periphery of the town centre which provide direct competition to the Council's car parks, undercutting even our cheapest charges.

In addition, there are some retail businesses offering free short stay parking (Sainsburys and Wickes) along with the Woolshops car park which is conveniently located next to the Piece Hall and the Woolshops shopping centre.

There are 4 electric charge points in across the Council car parks.

Projects/schemes that are in development/delivery

Future High Street - Halifax has received £11.7m in Future High Street funding to increase footfall around the town and to lead shoppers and visitors to areas of the town that have not been in scope of any other schemes/projects. This project primarily focuses around the George Street area of the town centre. The scheme will see removal of on street parking (approx. 8 spaces) and redesignation of the existing space. The scheme is focused on developing the area into more welcoming, greener space for people of all ages to spend time. These schemes will create a new public square where people can meet, socialise, and relax whilst also having capacity to host events.

Halifax Bus Station - A new bus station is being constructed, with an approximate completion date of autumn 2023. This development has seen some of the on-street bays converted into bus stops/stands during this construction to ensure the bus service can continue to run. These bays will be converted back into on street spaces at the end of the project.

Halifax Leisure Centre Project is currently paused for an affordability review, should the scheme go ahead there will be a direct impact on North Bridge car park, with closures expected during construction and an estimated loss of approximately 40 spaces.

North and West Transforming Cities - funding of approx. £11.4m (North) is creating a cycle route and an improved walking environment to connect North Halifax with the Halifax town centre. This will see a reduction in approximately 27 parking bays.

In addition to funding of approximately £9.6m (West) is focused on improving walking links between west Halifax into Halifax town centre – this will see a net gain of 2 parking spaces (free spaces).

A629 (Phase 2) – This scheme includes highway capacity and operational improvements, investment in public transport, improvements to strategic accessibility with the creation of public pedestrianised spaces within Halifax town centre to support and deliver regeneration and growth aspirations, along with improving, pedestrian and cycle access into the town centre. In addition to the active mode enhancements, a revised bus network around the town centre will be implemented to provide greater coverage, allowing for increased bus frequency, and better connecting the railway and bus station.

The project will result in a net loss of 66 parking spaces within the Town Centre (21 within Bull Green Car Park and 45 on Street). Two additional disabled bays will be provided, and taxi provisions will increase by an additional four spaces.

These works will commence in late 2023 and are expected to take 4 years to complete. Work will be undertaken in phases.

- Western Corridor, North Bridge to Portland Place (including Bull Green Car Park) – 12 months construction period
- Eastern Corridor, Charlestown Road to Prescott Street/New Road – 18 months construction period
- Halifax Town Centre – 18 months construction period

A629 (Phase 1B) – this project is currently in delivery which is providing a new parking layby off Jubilee Road for 6 cars and a carpark at Exley Bank providing 7 spaces which avails off street parking opportunity to residential properties affected by new kerbside waiting and loading restrictions being implemented as part of the junctions' upgrade to signalisation.

A629 (Phase 4) - The Halifax Rail Station Gateway schemes have been pipelined following the WYCA Inflation review at the end of 2022, and as such are not currently being progressed.

Skircoat

Skircoat is where the Calderdale Royal Hospital is located. The area has a small high street, which is popular with residents. The area is served by a regular bus service and is considered within walking distance of Halifax town centre. The area has a high amount of 'green open space', including Manor Heath Park and Savile Park moor, both attracting visitors and events. Parking charges were introduced to the Skircoat area in 2013 following an extensive consultation exercise. Some areas of Skircoat (Huddersfield Road/Salterhebble) have an AQAM.

Current Parking Provision

Parking in the Skircoat area is primarily a mixture of paid for parking and residential permit zones. There are approximate 265 parking spaces with parking occupancy around the hospital remaining relatively high. Parking charges apply Monday – Friday, 8am – 7pm.

The paid for parking is split into long stay and short stay parking. The short stay spaces are on the perimeter of the hospital and are designed to support the visitor requirements, with long stay supporting the commuter base. There is a small number of free, short stay spaces in the vicinity of the high street.

Projects/schemes that are in development/delivery

There are currently no new Council led schemes or projects planned within the Skircoat area, except for the ongoing A629 improvements work.

Multi Storey - A planning application for a multi storey car park at the hospital was approved in April 2022. This will see a 47% increase of parking across the hospital site. The timescale for construction is expected to be no sooner than 2025 and impact on the surrounding highway, at this stage is unknown. There is however expected to be an improved travel plan targeting single occupancy journeys along with an upgraded bus link between the Huddersfield and Calderdale sites, which will aim to reduce car journeys to/from the site.