

Calderdale MBC

Wards Affected All

Cabinet October 10th, 2022

Calderdale Car Parking Strategy

Report of the Director Regeneration and Strategy

1.0. Purpose of Report

- 1.1 The purpose of this report is to present a proposed parking strategy which will allow more detailed parking policies to be introduced across the Borough, all of which will fully support and contribute to the Council's three overarching organisational priorities: tackling the climate emergency, reducing inequalities and strong and resilient towns.
- 1.2 The strategy fully aligns with its sister document, the air quality strategy, and also accords with other emergent West Yorkshire Combined Authority strategy documents.

2.0. Need for a decision

- 2.1 Parking policy is one of the most effective tools that we can use to manage and influence traffic and travel on our highway network. Used well it can lay the foundations for a more sustainable transport system, supporting active travel, public transport and emerging electric vehicle and alternative fuels technologies whilst still catering for those who must rely on the private car.
- 2.2 Data from both the UK Climate Commission and Calderdale's Emissions Reduction Pathway study shows that reducing transport emissions is one of the most vital steps in fighting the climate emergency and achieving our ambition of 'Zero Carbon Calderdale'.
- 2.3 In Calderdale, road transport is the greatest single contributor to carbon, creating around 41% of the overall carbon emissions profile. The adoption of an effective parking strategy is therefore one of the first steps in achieving this aim.

3.0. Recommendation

It is recommended that:

- 3.1 Cabinet adopt the seven principles of the proposed parking strategy (appended) ie that:

- a) Parking provision and pricing should meet the needs of all users.
- b) Parking provision and pricing will support the growth of sustainable transport modes.
- c) Parking provision and pricing will not hinder access to employment, public services, retail and leisure destinations.
- d) Parking provision will not hinder regeneration.
- e) Parking provision and pricing will ensure that Calderdale remains competitive.
- f) Where there are competing demands for road space, on-street parking will not be prioritised over the needs of public transport or active travel modes.
- g) Parking enforcement will be used proactively to further the ends of the strategy.

4.0 Background and/or details

4.1 An effective parking strategy needs to account for the following:

- Hierarchy (the type of parking being prioritised at each location)
- Pricing
- Length of stay
- Customer experience
- Minimising traffic in the town centre
- Levels of enforcement
- Opportunities for electric vehicle charging
- Other land use options at that location.

4.2 These controls, either individually or in combination, can effectively influence modal choice, where people park and for how long and will ultimately become more and more essential for the economic vitality of our towns.

4.3 One of the most important considerations is “the hierarchy” as this will determine what (if any) priority should be given to the various user groups utilising the parking. In the main:

- **Shoppers** generally require short stay, convenient parking;
- **Commuters / workers** require cheap long stay parking and pricing strategies can be used to encourage them either to walk further to their destination or to switch mode of travel;
- **Residents** (where off-street private parking is not available) require on-street parking as close to home as possible, although there may competing demands for road space which could override this expectation;
- **Visitors and tourists** may require either short or long stay parking depending upon the tourist offering and this will need to be considered in each of our town centres or in the vicinity of our major tourist attractions;
- The **evening and night-time economy** is also important. People will make different choices at different times of the day, especially as fewer public

transport choices are available at night and there are personal security concerns for some. The pricing strategy needs to take account of this.

4.4 The attached strategy document proposes that in recognition of these needs our on-street parking supply should be educated by the following principles:

- Subject to road space requirements, short-stay parking (up to 2 hours – to be determined by location) will be given priority at available on-street parking locations in or near shopping or commercial centres;
- Adequate provision will be made for the delivery of goods and for public service and emergency vehicles;
- Provision for Blue Badge holders will be made in line with recognised national standards (as a minimum);
- In residential areas, where there are no other competing demands for road space, priority will be given to meeting residents' parking needs.

4.5 Whilst our off-street public parking should ensure that:

- Short-stay parking (up to 2 hours – to be determined by location) will be prioritised on sites within an acceptable walking distance of shopping and commercial centres to ensure adequate accessibility;
- Longer-stay parking will be prioritised on those sites further away from shopping and commercial centres;
- Long stay commuter parking will be reduced where good sustainable transport alternatives exist.

4.6 The document points to the fact that different user groups have differing needs and further suggests that our on and off street parking opportunities might therefore be prioritised in the following manner:

On-Street (relatively high priced in comparison with off street)	Off-Street (enables road space reallocation for walking, cycling, public transport, street vending and entertainment)
Emergency services / Funerals / Health emergency	Blue Badge Holders
Blue badge holders	Short stay shoppers and visitors
Residents	Long stay shoppers and visitors
Essential business users	Employees and commuters
Short stay shoppers and visitors	
Long stay shoppers and visitors	
Employees and commuters	

4.7 However, the document also recognises that this should not be prescriptive as the individual requirements may vary within each area considered. Because of this, as a precursor to the introduction of individual area policies, the document suggests that an "Audit of Existing Facilities and Short Term Action Plan" be developed for each area so that an overall set of targets can be created for the Borough, all of which can be varied in light of the needs of the six market towns of Halifax, Brighouse, Elland, Hebden Bridge, Sowerby Bridge and Todmorden.

4.8 The document also recognises that in determining our targets and strategies we should also be cognisant of the following market forces:

- An oversupply of parking creates no incentive for modal shift and will put an excessive burden on our enforcement staff. In such areas there may be an opportunity to re-purpose land.
- An undersupply of parking can lead to 'hunting' and pollution, but may also encourage more use of sustainable modes, and,
- Parking supply in the wrong location can be detrimental to the environment and create road safety issues. However, it may present an opportunity for dynamic pricing although this is more suited to larger city centres.

5.0 Financial Implications

5.1 As this is a strategy document there are no immediate financial implications. However, the adoption of the seven principles of the proposed parking strategy has the potential to require further revenue funding to deliver the strategy or impact on the income streams of the Parking Service.

5.2 The Council's revenue budget anticipates that income from both 'on and off' street parking will be in the region of £4.1m per annum. In recent years the Covid 19 pandemic has impacted on the income streams of both areas of the service and in the current financial year income is forecast to be significantly lower than the revenue budget.

5.3 Further work needs to be completed to determine the impact of the adoption of the proposed parking strategy and the financial effects of each market town policy document will be reported to Cabinet as the individual plans are adopted.

6.0 Legal Implications

6.1 As this is a strategy document there are no immediate legal implications. All Traffic Regulation / Parking Places Orders are required to go through a statutory consultation process before they can be introduced or amended. The finally adopted policies will also be required to adhere to equalities legislation.

7.0 Human Resources and Organisation Development Implications

7.1 None.

8.0 Consultation

8.1. Statutory consultation will take place as part of the order making process.

8.2. The individual area policy documents will be discussed with the relevant Town Boards and other interested parties.

9.0 Environment, Health and Economic Implications

- 9.1 The proposed car parking strategy is one of the fundamental building blocks for achieving better air quality and effecting a modal shift towards more active travel with subsequent health benefits for all.

10.0 Equality and Diversity

- 10.1 A summary equality impact assessment has been prepared for this report but the detailed area policy documents will also be subject to a detailed Equality Impact Assessment as part of the adoption process.

11.0 Summary and Recommendations

- 11.1 In Calderdale, road transport is the greatest single contributor to carbon, creating around 41% of the overall carbon emissions profile. Parking policy is one of the most effective ways in which we can manage and influence traffic and travel on our highway network. Used well it can lay the foundations for a more sustainable transport system, supporting not only active travel, public transport but also the emerging electric vehicle and alternative fuels technologies, whilst also catering for those who must still rely on the private car. The attached parking strategy seeks to achieve these outcomes by adhering to the seven basic principles of:

- a) Parking provision and pricing should meet the needs of all users.
- b) Parking provision and pricing will support the growth of sustainable transport modes.
- c) Parking provision and pricing will not hinder access to employment, public services, retail and leisure destinations.
- d) Parking provision will not hinder regeneration.
- e) Parking provision and pricing will ensure that Calderdale remains competitive.
- f) Where there are competing demands for road space, on-street parking will not be prioritised over the needs of public transport or active travel modes.
- g) Parking enforcement will be used proactively to further the ends of the strategy.

It is recommended that Cabinet adopt these principles.

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The documents used in the preparation of this report are:

- 1.
- 2.
- 3.

The documents are available for inspection at: