

North Yorkshire Council

Environment Executive Members

28 March 2025

Parking Tariff Increase for April 2025

Report of the Assistant Director - Highways and Infrastructure

1.0 PURPOSE OF REPORT

- 1.1 To seek authority from the Executive Member for Highways and Transportation and in consultation with the Corporate Director Environment to increase the current Parking tariffs both On and Off-Street, plus the parking permits by 10% across all tariff lines.

2.0 BACKGROUND

- 2.1 In the years prior to LGR, it was largely the former borough and districts who controlled tariff increases in Off-Street car parks and the County Council with the On-Street tariffs and permit prices. Except for one former district, charges had not increased for 10 years which was unsustainable. Last year, the council raised the tariff lines and permits by 20%, this was directly related to the fact that tariffs had not been increased in some cases for 10 years and the 20% increase reflected this in line with the previous three years CPI increases.

3.0 DETAILED PRESENTATION OF THE SUBSTANTIVE ISSUE

- 3.1 Having undergone a service restructure Parking Services has started a number of major projects in order to substantially improve the following parking provision:
- Machine Replacement Programme – A substantial commitment to install new parking machinery (430) in all the councils car parks and On-Street parking places. The aim of which is to substantially improve the customer journey and will cost in the region of £2,016,000. A business case is currently being prepared which will be considered through the usual North Yorkshire Council governance process. It is estimated that this investment will realise ongoing savings of £587k per annum from 26/27. The request for this funding has been through the Highways and Infrastructure and Corporate Capital Boards and is currently planned to be reported to the Executive on 15 April 2025 for a decision.
 - To renew lighting in car parks where there are still old sodium lights and rusting and ageing lamp columns to make the car parks safer whilst protecting the nearby residents privacy. The cost of this is approximately £400,000. The request for this funding has been through the Highways and Infrastructure and Corporate Capital Boards and is also planned to be reported to the Executive on 15 April 2025 for a decision.
 - To replace all the car park signage from the former borough and district council signage to new North Yorkshire branded signage. This is to comply with statute requirements, alter the look and feel of the car parks and ensure that the signs are inclusive for everybody. The cost of replacing 345 signs with fittings where necessary is £400,000. This has not yet been approved but an application has been made to apply for funding from the LGR reserve.
 - Raising the tariffs by 10% will help contribute to the 25/26 budget savings target.

4.0 ALTERNATIVE OPTIONS CONSIDERED

4.1 During the process of assessing the options the following percentage figures were considered.

	24/25 Budget	2.6%	6%	10%	15.00%
Off Street	£15,127,200.00	£393,307.20	£907,632.00	£1,512,720.00	£2,269,080.00
On Street	£4,372,900.00	£113,695.40	£262,374.00	£437,290.00	£655,935.00
Total	£19,500,100.00	£507,002.60	£1,170,006.00	£1,950,010.00	£2,925,015.00

5.0 FINANCIAL IMPLICATIONS

5.1 The 25/26 budget includes savings generated through the parking service totalling £2.8m and if the tariff is increased by 10% per tariff line from April 2025 this is forecast to generate additional income of £1.950m based on the financial work carried out. Further proposals will be the subject of a future report later this year.

	24/25 Budget	10.0% increase	Forecast Income 25/26
Off Street	£15,127,200.00	£1,512,720.00	£16,639,920.00
On Street	£4,372,900.00	£437,290.00	£4,810,190.00
Total	£19,500,100.00	£1,950,010.00	£21,450,110.00

5.2 The forecast at Q3 indicated an expected pressure from underachievement of income from parking charges and permits, final outturn will give a clearer view of the extent of this, however, should the pressure continue into 25/26 any % increase applied will be affected by this as a result with the expected value of up to £80k decrease.

5.3 The financial implications of the recent Whitby Harbour legal judgment have not yet been accounted for in the figures above. Following the judgment, the allocation of harbour income, including car parking income, will be subject to review. The outcome of that review may impact the final value of the saving achieved.

6.0 LEGAL IMPLICATIONS

6.1 Section 122 of Road Traffic Regulation Act 1984 (RTRA) which imposes a statutory duty on Local Authorities to secure the expeditious, convenient and safe movement of vehicular and other traffic, including pedestrians and the provision of suitable and adequate parking facilities on and off the highway.

6.2 Section 35C of the Road Traffic Regulation Act 1984 (RTRA) provides that a Local Authority may vary the charges to be paid in connection with the use of its Off-Street parking places by notice.

6.3 Authorities are required under section 55 of the RTRA 1984 to keep an account of income and expenditure relating to their on-street parking places; as well as income from and expenditure relating to their functions as enforcement authorities. This includes all of their income and expenditure related to the issue of and income from PCNs in respect of off-street parking places, but not income from ordinary car park charges nor any other expenditure in car parks. Section 55 is modified by regulation 25 of The Civil Enforcement of Parking Contraventions (England) General Regulations 2007. Section 55(4) outlines the purposes for which any surplus in the parking account can be used. It also provides for the making up of any deficit in the parking account from the general fund, and for surpluses to be used to repay the general fund for any charges to that fund in the previous four years or may be carried forward.

7.0 EQUALITIES IMPLICATIONS

7.1 There are no equalities issues resulting from this report. See Appendix A

8.0 CLIMATE CHANGE IMPLICATIONS

8.1 Any decision that affects driving behaviour will have an impact on the climate. This tariff increase is aimed at development of the car park infrastructure and supporting policies and Local transport plans to come in encouraging less car use in town centres and more use of other means of transport such as walking, cycling and public transport and this increase supports that. See Appendix B

9.0 POLICY IMPLICATIONS

9.1 Parking policy is still in production along with a Local Transport Plan (LTP) but these changes, whilst assisting with car park development, will help a shift in driving behaviour towards more sustainable travel.

10.0 REASONS FOR RECOMMENDATIONS

10.1 In the coming financial year, subject to approval, North Yorkshire Council is undertaking the largest investment into parking infrastructure ever seen in the region with the possibility of new parking machines, improved lighting and better policies all aimed at improving the customer experience. This increase recognises this significant investment and will help maintain high standards in car parking for the next 5 years.

11.0 RECOMMENDATION

11.1 To gain authority from the Executive Member for Highways and Transportation, in consultation with the Corporate Director Environment to increase the current Parking tariffs, both On and Off-Street, plus the parking permits by 10% across all tariff lines.

APPENDICES:

Appendix A – Equalities Impact Assessment

Appendix B – Climate Change Impact Assessment

BACKGROUND DOCUMENTS: None

Barrie Mason
Assistant Director - Highways and Infrastructure
County Hall
Northallerton
26 February 2025

Report Author – Steve Brown Head of Parking Services
Presenter of Report – Steve Brown Head of Parking Services

Initial equality impact assessment screening form			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	Environment		
Service area	Parking Services		
Proposal being screened	Tariff Increase 2025		
Officer(s) carrying out screening	Steve Brown Head of Parking Services		
What are you proposing to do?	Raise Parking Tariffs and Permits by 10% in April		
Why are you proposing this? What are the desired outcomes?	Parking has a number of initiatives that are currently being considered. This 10% increase is designed to complement the investment into Parking infrastructure that is planned this year in conjunction with a tariff re-balancing programme later in the year.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics			
As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? 			
If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your directorate representative for advice if you are in any doubt.			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		X	
Disability		X	
Sex		X	
Race		X	
Sexual orientation		X	
Gender reassignment		X	
Religion or belief		X	
Pregnancy or maternity		X	
Marriage or civil partnership		X	
People in rural areas		X	
People on a low income		X	
Carer (unpaid family or friend)		X	
Are from the Armed Forces Community		X	

Appendix A

<p>Does the proposal relate to an area where there are known inequalities/probable impacts (for example, disabled people's access to public transport)? Please give details.</p>	<p>No</p>			
<p>Will the proposal have a significant effect on how other organisations operate? (for example, partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.</p>	<p>No</p>			
<p>Decision (Please tick one option)</p>	<p>EIA not relevant or proportionate:</p>	<p>X</p>	<p>Continue to full EIA:</p>	
<p>Reason for decision</p>	<p>To increase the Parking and permit tariffs.</p>			
<p>Signed (Assistant Director or equivalent)</p>	<p>Barrie Mason</p>			
<p>Date</p>	<p>10/03/2025</p>			

Climate change impact assessment

The purpose of this assessment is to help us understand the likely impacts of our decisions on the environment of North Yorkshire and on our aspiration to achieve net carbon neutrality by 2030, or as close to that date as possible. The intention is to mitigate negative effects and identify projects which will have positive effects.

This document should be completed in consultation with the supporting guidance. The final document will be published as part of the decision making process and should be written in Plain English.

If you have any additional queries which are not covered by the guidance please email climatechange@northyorks.gov.uk

Version 2: amended 11 August 2021

Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

However, you will still need to summarise your findings in the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

Title of proposal	Parking Tariff and permit Increase 2025
Brief description of proposal	To increase the parking and permit tariffs by 10% in April 2025
Directorate	Environment
Service area	Parking Services
Lead officer	Steve Brown
Names and roles of other people involved in carrying out the impact assessment	Head of Parking Services
Date impact assessment started	03/03/2025

Options appraisal

Were any other options considered in trying to achieve the aim of this project? If so, please give brief details and explain why alternative options were not progressed.

One year ago, the prices were increased by 20%, this was because parking tariffs had not been increased in some case for 10 years and this percentage increase was considered fair to adjust the pricing allowing for CPI increases that haven't been applied. A figure of 10% in April this year is proposed in the interim and designed to support significant investment into the car parks in 2025 and 2026.

What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?

Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible.

Increasing the parking charges by 10% will have a positive effect on the budget and if there are the same amount of transaction after the increase then the income to the parking budget is forecasted to be £1,950,000.

Appendix B

How will this proposal impact on the environment? N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.		Positive impact (Place a X in the box below where	No impact (Place a X in the box below where	Negative impact (Place a X in the box below where	Explain why will it have this effect and over what timescale? Where possible/relevant please include: <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.	Emissions from travel	X			It is unlikely that driving behaviour will not change significantly because of this change.	N/A	Tariff re-balancing will occur in Sept 25 and it has more traffic management objectives
	Emissions from construction		X				
	Emissions from running of buildings		X				
	Emissions from data storage		X				
	Other		X				
Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic			X				
Reduce water consumption			X				

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Minimise pollution (including air, land, water, light and noise)</p>	X			<p>The aim of tariff setting is to support the LTP and the council plan. Tariffs are designed to encourage drivers to park long stay or use public transport. The adoption of parking principles will define this aim.</p>		
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		X				
<p>Enhance conservation and wildlife</p>		X				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		X				

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Other (please state below)</p>						

Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.

It is good environmental practice to raise tariffs to support Local Transport Plans (LTP) and Council Policy in order to change driver behaviour and encourage more sustainable methods of travel such as walking, cycling and public transport use which this increase does.

Summary Summarise the findings of your impact assessment, including impacts, the recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

This 10% increase in tariffs does have a positive impact on the budget and the climate objectives. The council are seeking to increase the tariffs to cover significant investment planned in the coming year and adopt a set of parking principles that are linked to the council plan. These principles provide a framework and encourages policies to be created that benefit all of our customers, be they residents, businesses or tourists and the idea that tariff charging will then be linked directly to policy and strategy with the aim to encourage more sustainable forms of transport by changing driver behaviour through price.

Sign off section

This climate change impact assessment was completed by:

Name	Steve Brown
Job title	Head of Parking Services
Service area	Parking
Directorate	Environment
Signature	
Completion date	04/03/2025

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 10/03/2025