





# Cabinet



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<b>Report for:</b>	Cabinet
<b>Title of report:</b>	Parking Service Tariff & Business Case Proposals
<b>Date:</b>	13 February 2024
<b>Report on behalf of:</b>	Cllr Ron Tindall, Leader of the Council and Portfolio Holder for Corporate & Commercial Services
<b>Part:</b>	Part I
<b>If Part II, reason:</b>	N/A
<b>Appendices:</b>	<p>Appendix 1 – Current Off Street Parking Tariffs</p> <ul style="list-style-type: none"> <li>– New Off Street Parking Tariffs</li> <li>– Current On Street Parking Tariffs</li> <li>– New On Street Parking Tariffs</li> <li>– Current Limited Waiting Bays (LWBs)</li> <li>– New Limited Waiting Bays</li> </ul> <p>Appendix 2 – Maps of Limited Wait Bays</p> <p>Appendix 3 - Community Impact Assessment Parking Tariff Increases &amp; Parking Charging Policy</p>
<b>Background papers:</b>	<ul style="list-style-type: none"> <li>- 12 December 2023 Cabinet - Parking Service Tariff &amp; Business Case Proposals</li> <li>- 12 Sep 2023 Cabinet - Parking Tariff &amp; Business Case Proposals</li> <li>- 7 February 2024 Finance &amp; Resources OSC - Parking Service Tariff &amp; Business Case proposals</li> </ul>
<b>Glossary of acronyms and any other abbreviations used in this report:</b>	<p>IBC - Initial Business Case</p> <p>FBC – Full Business Case</p> <p>MTFS – Medium Term Financial Strategy</p> <p>EVCP – Electric Vehicle Charge Point</p> <p>TRO – Traffic Regulation Order</p>
<b>Report Author / Responsible Officer</b>	
<p>Catherine Silva Donayre, Strategic Director of Corporate &amp; Commercial Services          Ben Hosier, Head of Commercial Development</p> <p> </p> <p><a href="mailto:Catherine.silvadonayre@dacorum.gov.uk">Catherine.silvadonayre@dacorum.gov.uk</a> / 01442 228215 (ext. 2332)</p> <p><a href="mailto:Ben.Hosier@dacorum.gov.uk">Ben.Hosier@dacorum.gov.uk</a> / 01442 228215 (ext. 2215)</p>	

<b>Corporate Priorities</b>	A clean, safe and enjoyable environment Building strong and vibrant communities Ensuring economic growth and prosperity Ensuring efficient, effective and modern service delivery Climate and ecological emergency
<b>Wards affected</b>	All
<b>Purpose of the report:</b>	<ol style="list-style-type: none"> <li>1. To update Cabinet on the outcome of a review of the 'Parking Tariff' proposals that has been recently undertaken by the Administration</li> <li>2. To seek agreement from Cabinet on the proposed parking tariff increases and changes to charging polices as set out in the report.</li> <li>3. To obtain agreement from Cabinet to progress with the statutory consultation.</li> <li>4. To request that Cabinet agrees to delegate authority to the Council Leader and Portfolio Holder for Corporate &amp; Commercial Services to implement the parking tariff increases and charging policy following the statutory consultation.</li> </ol>
<b>Recommendation (s) to the decision maker (s):</b>	<ol style="list-style-type: none"> <li>1. That Cabinet agrees to the proposed parking tariff increases and changes to charging policy as set out in Appendix 1 of this report, these include: <ul style="list-style-type: none"> <li>• Off-Street Parking tariff changes for 2024,</li> <li>• Consolidating on-street (car parks) short stay sessions to introduce a new minimum stay of 2 hours,</li> <li>• Keep Limited Wait Bays (LWBs) on the peripheries of the high streets in Berkhamsted and Kings Langley as being free to use,</li> <li>• Keep all LWBs free in Apsley and Hemel Hempstead Old Town,</li> <li>• Introduce charges for LWBs in the centre of Tring and Kings Langley,</li> <li>• All chargeable LWBs (on-street parking) in the centre of Berkhamsted, Kings Langley, Tring plus Waterhouse Street and Marlowes to have maximum 1 hour stay with 2 tariffs: 30 mins for £0.80 or 1 hour for £1.50,</li> <li>• Hemel Hempstead On-street parking to reduce from the proposed 4 hours to 2 hours in: <ul style="list-style-type: none"> <li>• Alexandra Road;</li> <li>• Cemetery Hill;</li> <li>• St John's Road;</li> </ul> </li> </ul> </li> </ol>

	<ul style="list-style-type: none"> <li>• Cotterells</li> <li>• London Road</li> <li>• Introduction of an 'Up to 10 hours' parking option in off-street parking,</li> <li>• Parking charges to apply from 8am – 6pm Monday to Sunday for both on-street and off-street parking,</li> <li>• All evening charging to be removed,</li> <li>• Kings Langley off-street car parks to remain free but stay limited to a maximum of 4 hours between 8am – 6pm (no time restriction after 6pm),</li> <li>• Canal Fields, Berkhamsted, to remain free but stay limited to a maximum of 4 hours between 8am – 6pm (no time restriction after 6pm),</li> <li>• The introduction of a change in the TRO to enable customers to extend a parking session by using the Pay By Phone app or the pay machines, but only where this allowed under the parking restrictions (e.g. it will not be possible to extend a parking session past the maximum stay),</li> <li>• Opening up part of the upper level of the Water Gardens North car park for public use Mon – Fri,</li> </ul> <p>2. That Cabinet agrees to progress with the statutory consultation on the parking tariffs and charging policies.</p> <p>3. That Cabinet agrees to delegate authority to the Leader of the Council and the Portfolio Holder for Corporate &amp; Commercial Services to make any final decision on the implementation of the parking tariff increases and changes to charging policy following the statutory consultation.</p>
<p><b>Period for post policy/project review:</b></p>	<p>The proposals in this report will be reported and scrutinised through the quarterly performance updates, which are provided to Finance and Resources Scrutiny Committee.</p>

## 1. Background

- 1.1 Cabinet will recall that a Parking Full Business Case (FBC) was developed during the latter part of 2022 and the first few months of 2023, which included two distinct areas of focus: the review of parking tariffs and charging policies and the introduction of 'smart' technology. The introduction of 'smart' technology has now commenced as part of the recommissioning process for the parking enforcement contract and will be reported on separately.
- 1.2 During 2023/24 there have been several reports that have been presented to both Cabinet and Scrutiny Committee where the proposed changes to 'Parking Tariffs' have been amended to meet the changing requirements of the administration.
- 1.3 This culminated in a report being presented to Cabinet in December 2023 which clearly set out a full breakdown of the proposed changes to 'Parking Tariffs', and a decision was made to progress to statutory consultation.

## 2. Further Changes to Parking Tariffs & Charging Policies

- 2.1 Following the publication of the Cabinet paper in December 2023, the Administration has received representations from opposition Members and has also been contacted by residents and local businesses who expressed concern at the proposed changes. Consequently, the Administration has reviewed the proposals and has proposed a final updated set of changes to present back to Cabinet.
- 2.2 A summary of the updated proposals is set out below.
  - Keep Limited Wait Bays (LWBs) on the peripheries of the high streets in Berkhamsted and Kings Langley as being free to use (as per attached maps see Appendix 2)
  - Keep all LWBs free in Apsley and Hemel Hempstead Old Town
  - Introduce charges for LWBs in the centre of Tring and Kings Langley
  - All chargeable LWBs (on-street parking) in the centre of Berkhamsted, Kings Langley, Tring plus Waterhouse Street and Marlowes to have maximum 1 hour stay with two tariffs: 30 mins for £0.80 or 1 hour for £1.50.
  - Hemel Hempstead On-street parking to reduce from the proposed 4 hours to 2 hours in
    - Alexandra Road;
    - Cemetery Hill;
    - St John's Road;
    - Cotterells
    - London Road
  - Addition of an 'Up to 10 hours' parking option in off-street parking
  - Parking charges to apply from 8am – 6pm Monday to Sunday for both on-street and off-street parking
  - All evening charging to be removed.
  - Kings Langley off-street car parks to remain free but stay limited to a maximum of 4 hours between 8am – 6pm (no time restriction after 6pm)

- Canal Fields, Berkhamsted, to remain free but stay limited to a maximum of 4 hours between 8am – 6pm (no time restriction after 6pm)
- The introduction of a change in the TRO to enable customers to extend a parking session by using the Pay By Phone app or the pay machines, but only where this allowed under the parking restrictions (e.g. you cannot extend a parking session past the maximum stay).
- The best methodology for collecting usage data and enforcing the maximum stay times will be confirmed.

2.3 These proposals have been developed through extensive consultation by the Administration with the key aims of:

- Starting to introduce consistency across the borough.
- Recognising the value of Council assets and maximising income, whilst also recognising the desire to:
  - Support Town/Village centre shops,
  - Support the night-time economy across the borough,
  - Provide freedom and flexibilities to shoppers.

2.4 The final proposals have been modelled to identify the financial impact on the Council's MTFS which is shown below:

Table 1 – Projected Budgetary Position

Description	2025/26 (first full year)
Tariff Increase across all car parks (Circa 28%), Including 2-hour minimum stay.	£500k
On-street parking – increased hourly rate and chargeable waiting bays	£85k
Extended Car Park Hours and Long Stay Tariffs	£75k
<b>Sub-Total</b>	<b>£660k</b>
Impact of the updated proposals	(£200k)
<b>Total</b>	<b>£460k</b>

The proposed changes to parking tariffs that were outlined in the Cabinet Report (December 2023) were projected to achieve circa £660k income per annum from 2025/26 onwards, (as additional income for the parking service).

Table 1 sets out the impact that the updated proposals will have on the 2025/26 budget.

2.4 Project Structure Key Milestones

2.4.1 Table 2 below highlights the key stages required to implement changes to tariffs and charging policies:

Table 2 – Indicative timeframe for tariff and policy review

Process	Timeline
Present report to Finance & Resources OSC.	7 February 2024
Present report to Cabinet to agree to commence formal consultation	13 February 2024
Cabinet Decision call-in period ends	21 February 2024
Commence re-drafting of Notice of Proposal, Schedule of Requirements and Traffic Regulation Orders and obtain HCC approval	21 February to 20 March 2024
Council officers to validate consultation documents	21 March 2024 to 27 March 2024
Consult with Hertfordshire County Council (HCC) and obtain approval to progress	28 March 2024 to 25 April 2024
Update any feedback from HCC and load consultation on to portal	26 April 2024 to 3 May 2024
Formal Statutory Consultation Process	6 May 2024 to 28 May 2024
Statutory TRO Consultant produces statutory consultation summary report	29 May 2024 to 12 June 2024
Council officers review summary report and produce PH update report	13 June 2024 to 20 June 2024
Post Consultation review & decision	June – July 2024
Consultant produces objection report	22 July 2024 to 2 August 2024
Council officers draft PH Decision and submit for publication	5 August 2024 to 9 August 2024
PH Decision call-in period ends	16 September 2024
Consultant to procure works	From September 2024
Arrange updates to tariffs on pay to park machines & Pay By Phone app for implementation date	From September 2024
Signing & sealing of Traffic Regulation Order	October 2024
Information board proofing sign off, manufacture and installation by third party	October 2024
Update website, pay and display machines and pay by phone applications. Go live.	November 2024

2.4.2 This is a long process, and it should be noted that there are several external factors that may impact on the indicative timeframe, such as statutory stakeholder consultation, the TRO process and the lead-time for the manufacture and installation of the car park information boards and updating pay and display equipment. There is also likely to be a parliamentary election at some point this year, and this will impose another ‘pre-election’ (purdah) period, which depending on where this project is at the time an election is called, may impact on the project timeline.

### 3 Options and alternatives considered

- 3.1 Various options were analysed as part of the process for reviewing parking tariff increases and the charging policies. The options were reviewed by officers from the Council’s finance and commercial teams and presented to the Portfolio Holder, Leader, Overview and Scrutiny and the wider Administration group.
- 3.2 There was consideration of cost recovery and value for money aspects of parking tariffs and charging policy, and the need to make best use of these assets. Climate change and air pollution issues were also considered, including how the Council can support better air quality and sustainable transport now and in the future.
- 3.3 All aspects of parking pricing strategy will be kept under active review as the Council considers opportunities to introduce ‘smart’ technology, which would enable differentiation of tariffs in a more agile way. As stated above, this could include tariffs relating to vehicle emissions, and could provide the Council with the potential to introduce specific tariffs for

concessions, or to support specific strategic initiatives relating to peak hour congestion, supporting town centres, air quality issues etc.

- 3.4 The introduction of 'smart' technology could also help to ensure a more convenient and easier user experience for the customer, with the ability to register to use a car park with touch free transactions as the system would register entry and exit and charge only for time used by a payment method of choice.
- 3.5 As stated in previous reports, the initial review of parking tariffs and charging policies proposed the introduction of parking tariffs in currently free to use car parks. Following consideration of concerns raised, Members subsequently decided to remove this option prior to the commencement of the informal consultation. Following further consideration after the informal consultation, it has also been agreed to retain the full first hour of free parking in car parks where this is currently applied.
- 3.6 Following implementation of the new tariffs, parking usage and demand will be reviewed after six months and periodically thereafter. The Council will continue to assess, develop, and modify its Parking Pricing Strategy going forward.
- 3.7 The Council also has the option of not making any changes to parking tariffs or charging policy. However, this would mean that the Council does not properly fulfil its duty to its residents and taxpayers to ensure best value for money, by ensuring it recovers costs for services provided.
- 3.8 All Local Authorities regularly increase their tariffs and review charging policies for parking. The Council will ensure this review is carried out regularly going forward, particularly considering changes to parking technology and how this can support more flexible tariff policies.

#### **4 Consultation**

Changes to parking tariffs and charging policies will require formal consultation with stakeholders and members of the public. Any required changes would need to be incorporated into a TRO and a final decision to implement changes will be made by the Leader and Portfolio Holder following formal consultation.

#### **5 Financial and value for money implications**

- 5.1 The recommended changes to parking tariffs and charging policies proposed are projected to raise an additional £460k per annum, with the part year roll out in 2024/25 providing an additional £200k income. Hence, these proposals will have a positive financial impact on the Council's ability to raise its own income and contribute to the Council's wider service delivery and financial sustainability; and will support continued investment and improvements to local communities, including Hemel Hempstead town centre and other neighbourhood and urban centres.
- 5.2 There are low-level implementation costs that will be incurred in implementing these proposals, and these will be included in the 2024/25 proposed budget.

#### **6 Legal Implications**

Any changes to parking tariffs and charging policies will need to be incorporated into the TRO for enforcement purposes. This will also ensure that the Council is fully compliant with relevant legislation. The proposed changes detailed in this report will be assessed to ensure they are legally compliant and, if required, external Counsel advice will be commissioned.

#### **7 Risk implications:**

- 7.1 There are risks that can be attributed to a review of parking tariffs and charging policies. Higher parking tariffs may lead to reduced usage, which may result in a loss of parking income and reduced footfall in the town centre locations. To mitigate these risks, the modelling takes into consideration other car park tariffs and alternative parking arrangements in the vicinity and the likelihood of alternative travel options and hence has reduced the projected usage figures. Pricing Strategy will also be kept under regular review going forward.
- 7.2 The Council is the landowner of the car park assets and has full control over making any changes to tariffs and charging policies.
- 7.3 There is a risk of complaints about any changes to current tariffs and charging policies, but it is considered that the increases and proposals are reasonable, no increases will have taken place in five years by 2024, and prices still compare favourably with neighbouring Authorities and local privately managed car parks.

## **8 Equalities, Community Impact and Human Rights:**

A Community Impact Assessment has been completed and can be seen at Appendix 3.

## **9 Sustainability implications (including climate change, health and wellbeing, community safety)**

The recommended changes in parking tariffs and charging policies are to support and nudge behavioural change that will have a positive sustainability implication.

## **10 Council infrastructure (including Health and Safety, HR/OD, assets and other resources)**

Consultation with statutory stakeholders will ensure that any implications on Council infrastructure are considered.

## **11 Statutory Officer Comments**

### **Monitoring Officer:**

The proposed changes to policy and charging are required to be confirmed by Traffic Regulation Order following the statutory consultation period. Any views expressed through consultation will be considered by the Leader of the Council and Portfolio Holder for Corporate and Commercial Services before final approval.

### **Deputy S151 Officer:**

The financial impact of the proposals outlined in this report have been incorporated into budget proposals for 2024/25, which is a separate agenda item at this meeting.

## **12 Conclusions:**

### Parking Tariffs & Charging Policies

Subject to consideration and approval by Cabinet, it is proposed that these updated changes are now taken forward to statutory consultation and, following that, delegated authority is given for the Leader of the Council and the Portfolio Holder for Corporate and Commercial Services to consider any consultation responses received and to make the final decision to confirm and implement the agreed changes.



## Appendix 1 – Current Off-Street Parking Tariffs

Car Park	Location	Off Street Tariffs					Length of Stay
		Up to 30 mins	Up to 1 hour	Up to 2 hours	Up to 3 hours	Up to 4 hours	
Hicks Road, AL3 8LJ	Markyate	Free					Any Stay
Wood Lane End, HP2 4RA	Hemel Hempstead	£0.50		£0.80	£1.20	£2.00	Any Stay
		Annual Season Ticket £250 per annum					
The Gables, near Bell Court, HP2 5HL	Hemel Hempstead	£0.60	£0.80	£1.00	£1.20	£1.70	Any Stay
High Street, Old Town, HP1 3AQ	Hemel Hempstead	£0.50	£0.80	£1.00	£1.20	£1.70	Any Stay
Gadebridge Lane	Hemel Hempstead	Free					Any Stay
Queensway, HP1 1HR	Hemel Hempstead	£0.60	£1.10	£1.40	£1.80	£2.70	Any Stay
		Annual Season Ticket £150 per annum					
Alexandra Road, HP2 5BS	Hemel Hempstead	£0.60	£1.10	£1.40	£1.80	£2.70	Any Stay
Water Gardens (North) Lower deck, Bridge Street, HP1 1EF	Hemel Hempstead	£1.00	£1.60	£2.20	£2.70	£4.00	Any Stay
Water Gardens (North) Upper deck, Combe Street, HP1 1EF (weekends only)	Hemel Hempstead	£1.00	£1.60	£2.20	£2.70	£4.00	Any Stay
Water Gardens (South), HP1 1EF	Hemel Hempstead	£0.60	£1.20	£1.80			Short Stay
Moor End, HP1 1BT	Hemel Hempstead	£2.70				£4.00	Long Stay
Park Road, HP1 1JS	Hemel Hempstead	£0.70	£0.90	£1.10	£1.40	£2.70	Any Stay
Dacorum Way	Hemel Hempstead	Currently Closed					Any Stay
Cowper Road, HP1 1QQ	Boxmoor	Free	£0.60	£0.70	£0.80		Short Stay
Durrants Hill, HP3 5SD	Apsley	£0.40		£0.80	£1.20	£1.70	Any Stay
		Annual Season Ticket £150 per annum					
The Nap, WD4 8ET	Kings Langley	Free					Any Stay
Langley Hill, WD4 9HD	Kings Langley	Free					Any Stay
Water Lane, HP4 3AP	Berkhamsted	£0.90	£1.60				Short Stay
Lower Kings Road, Floors 1, 2 and 3	Berkhamsted	£0.80	£1.50	£2.20	£3.00		Short Stay
Lower Kings Road, Floors 4 and 5	Berkhamsted	£0.80	£1.50	£2.20	£3.00	£4.00	Any Stay
Lower Kings Road, Floors 6 and 7 (weekends only)	Berkhamsted	£0.80	£1.50	£2.20	£3.00	£4.00	Any Stay
Lower Kings Road, Floors 6 and 7	Berkhamsted	Annual Business Permit £375 per annum					Any Stay
Bournside	Berkhamsted	Free for Blue Badge holders and motorcycles only					Short Stay
Canal Fields, Broadwater, HP4 2AL	Berkhamsted	Free					Short Stay
St John's Well Lane, HP4 1HA	Berkhamsted	£0.80	£1.50	£2.20	£3.00	£4.00	Any Stay
The Forge, High Street, HP23 5AG	Tring	Free	£1.10	£1.30	£1.60	£2.40	Any Stay
		Annual Season Ticket £450 per annum					
Church Yard, Frogmore Street, HP23 5AZ	Tring	£2.40					Long Stay
Frogmore Street (East), HP23 5AZ	Tring	Free	£1.10	£1.30	£1.60		Short Stay
Frogmore Street (West), HP23 5AU	Tring	£2.40					Long Stay
Victoria Hall, Akeman Street, HP23 4AF	Tring	Free	£1.10	£1.30	£1.60		Short Stay
Old School Yard, High Street, HP23 5AA	Tring	Free	£1.10	£1.30	£1.60		Short Stay

## New Off-Street Parking Tariffs

Car Park	Location	Off Street Tariffs						Length of Stay	
		Up to 1 hour	Up to 2 hours	Up to 3 hours	Up to 4 hours	Up to 6 hours	Up to 8 hours		Up to 10 hours
Hicks Road, AL3 8LJ	Markyate	Free						Any Stay	
Wood Lane End, HP2 4RA	Hemel Hempstead	£0.70	£1.10	£1.60	£2.10	£2.70	£3.50	Any Stay	
		Annual Season Ticket £250 per annum							
The Gables, near Bell Court, HP2 5HL	Hemel Hempstead	£1.10	£1.30	£1.60	£2.10	£2.70	£3.50	Any Stay	
High Street, Old Town, HP1 3AQ	Hemel Hempstead	£1.10	£1.30	£1.60	£2.10	£2.70	£3.50	Any Stay	
Gadebridge Lane	Hemel Hempstead	Free						Any Stay	
Queensway, HP1 1HR	Hemel Hempstead	£1.50	£1.80	£2.30	£3.00	£3.90	£5.00	Any Stay	
		Annual Season Ticket £150 per annum							
Alexandra Road, HP2 5BS	Hemel Hempstead	£1.50	£1.80	£2.30	£3.00	£3.90	£5.00	Any Stay	
Water Gardens (North) Lower deck, Bridge Street, HP1 1EF	Hemel Hempstead	£2.00	£2.30	£2.50	£4.00	£5.00	£6.00	Any Stay	
Water Gardens (North) Upper deck, Combe Street, HP1 1EF (weekends only)	Hemel Hempstead	£2.00	£2.30	£2.50	£4.00	£5.00	£6.00	Any Stay	
Water Gardens (South), HP1 1EF	Hemel Hempstead	£2.30						Short Stay	
Moor End, HP1 1BT	Hemel Hempstead	£2.50			£4.00	£5.00	£6.00	Long Stay	
Park Road, HP1 1JS	Hemel Hempstead	£1.20	£1.50	£1.80	£2.30	£3.00	£3.90	Any Stay	
Dacorum Way	Hemel Hempstead	£1.50	£1.80	£2.30	£3.00	£3.90	£5.00	Any Stay	
Cowper Road, HP1 1QQ	Boxmoor	Free	£0.80	£0.90	£1.10			Short Stay	
Durrants Hill, HP3 5SD	Apsley	£0.60	£1.10	£1.60	£2.10	£2.70	£3.50	Any Stay	
		Annual Season Ticket £150 per annum							
The Nap, WD4 8ET	Kings Langley	Free						Any Stay	
Langley Hill, WD4 9HD	Kings Langley	Free						Any Stay	
Water Lane, HP4 3AP	Berkhamsted	£2.10						Short Stay	
Lower Kings Road, Floors 1, 2 and 3	Berkhamsted	£2.00	£2.90	£3.90				Short Stay	
Lower Kings Road, Floors 4 and 5	Berkhamsted	£2.00	£2.90	£3.90	£5.00	£6.40	£8.20	Any Stay	
Lower Kings Road, Floors 6 and 7 (weekends only)	Berkhamsted	£2.00	£2.90	£3.90	£5.00	£6.40	£8.20	Any Stay	
Lower Kings Road, Floors 6 and 7	Berkhamsted	Annual Business Permit £375 per annum						Any Stay	
Bournside	Berkhamsted	Free for Blue Badge holders and motorcycles only						Short Stay	
Canal Fields, Broadwater, HP4 2AL	Berkhamsted	Free						Short Stay	
St John's Well Lane, HP4 1HA	Berkhamsted	£2.00	£2.90	£3.90	£5.00	£6.40	£8.20	Any Stay	
The Forge, High Street, HP23 5AG	Tring	Free	£1.50	£1.70	£2.10	£2.70	£3.50	£4.50	Any Stay
		Annual Season Ticket £450 per annum							
Church Yard, Frogmore Street, HP23 5AZ	Tring	£3.10			£4.00	£5.20	£6.70	Long Stay	
Frogmore Street (East), HP23 5AZ	Tring	Free	£1.50	£1.70	£2.10			Short Stay	
Frogmore Street (West), HP23 5AU	Tring	£3.10			£4.00	£5.20	£6.70	Long Stay	
Victoria Hall, Akeman Street, HP23 4AF	Tring	Free	£1.50	£1.70	£2.10			Short Stay	
Old School Yard, High Street, HP23 5AA	Tring	Free	£1.50	£1.70	£2.10			Short Stay	

## Current On-Street Parking Tariffs

Hemel Hempstead - Parking charges apply at various times. Please see the information signs at each location for more information.							
Location	No. of Spaces	On Street Tariffs					
		Up to 15 minutes	15 to 30 minutes	Up to 1 hour	1 to 2 hours	2 to 3 hours	3 to 4 hours
Waterhouse Street	20	£0.50	£1.00				
Alexandra Road - 8am to 8pm Monday to Saturday (shared use bay Zone H)	11	£0.50	£0.50	£0.50	£1.00	£2.00	£4.00
Cemetery Hill - 8am to 8pm Monday to Sunday (shared use bay)	17	£0.50	£0.50	£0.50	£1.00	£2.00	£4.00
St John's Road - 8am to 10pm Monday to Sunday (shared use bay Zone K)	9	£0.50	£0.50	£0.50	£1.00	£2.00	£4.00
Cotterells - 8am to 10pm Monday to Sunday (shared use bay Zone K)	16	£0.50	£0.50	£0.50	£1.00	£2.00	£4.00
London Road - 8am to 6pm Monday to Friday (shared use bay Zone R)	10	£0.50	£0.50	£0.50	£1.00	£2.00	£4.00

Hemel Hempstead - Parking charges apply between 8am and 6pm, Monday to Saturday inclusive. Maximum stay one hour, no return within one hour.						
Location	No. of Spaces	On Street Tariffs				
		Up to 12 minutes	Up to 24 minutes	Up to 36 minutes	Up to 48 minutes	Up to 60 minutes
Marlowes - Midland Road to Queensway	22	£0.20	£0.40	£0.60	£0.80	£1.00

Berkhamsted - Parking charges apply between 8am and 6pm, Monday to Saturday inclusive. Maximum stay one hour, no return within one hour.						
Location	No. of Spaces	On Street Tariffs				
		Up to 12 minutes	Up to 24 minutes	Up to 36 minutes	Up to 48 minutes	Up to 60 minutes
High Street (20mph zone - maximum stay of one hour)	48	£0.20	£0.40	£0.60	£0.80	£1.00

## New On-Street Parking Tariffs

<b>Hemel Hempstead - Parking charges apply as stated below. Maximum stay two hours, no return within two hours.</b>			
<b>Location</b>	<b>No. of Spaces</b>	<b>On Street Tariffs</b>	
		<b>Up to 1 Hour</b>	<b>Up to 2 hours</b>
Alexandra Road - 8am to 8pm Monday to Sunday (shared use bay Zone H)	11	£0.80	£1.50
Cemetery Hill - 8am to 8pm Monday to Sunday (shared use bay)	17	£0.80	£1.50
St John's Road - 8am to 10pm Monday to Sunday (shared use bay Zone K)	9	£0.80	£1.50
Cotterells - 8am to 10pm Monday to Sunday (shared use bay Zone K)	16	£0.80	£1.50
London Road - 8am to 6pm Monday to Sunday (shared use bay Zone R)	10	£0.80	£1.50

<b>Hemel Hempstead - Parking charges apply between 8am and 6pm, Monday to Sunday inclusive. Maximum stay one hour, no return within two hours.</b>			
<b>Location</b>	<b>No. of Spaces</b>	<b>On Street Tariffs</b>	
		<b>Up to 30 Minutes</b>	<b>Up to 1 hour</b>
Marlowes - Midland Road to Queensway	22	£0.80	£1.50
Waterhouse Street	20	£0.80	£1.50

<b>Berkhamsted - Parking charges apply between 8am and 6pm, Monday to Sunday inclusive. Maximum stay one hour, no return within two hours.</b>			
<b>Location</b>	<b>No. of Spaces</b>	<b>On Street Tariffs</b>	
		<b>Up to 30 Minutes</b>	<b>Up to 1 hour</b>
High Street (20mph zone - maximum stay of one hour)	48	£0.80	£1.50

## Current Limited Wait Bays

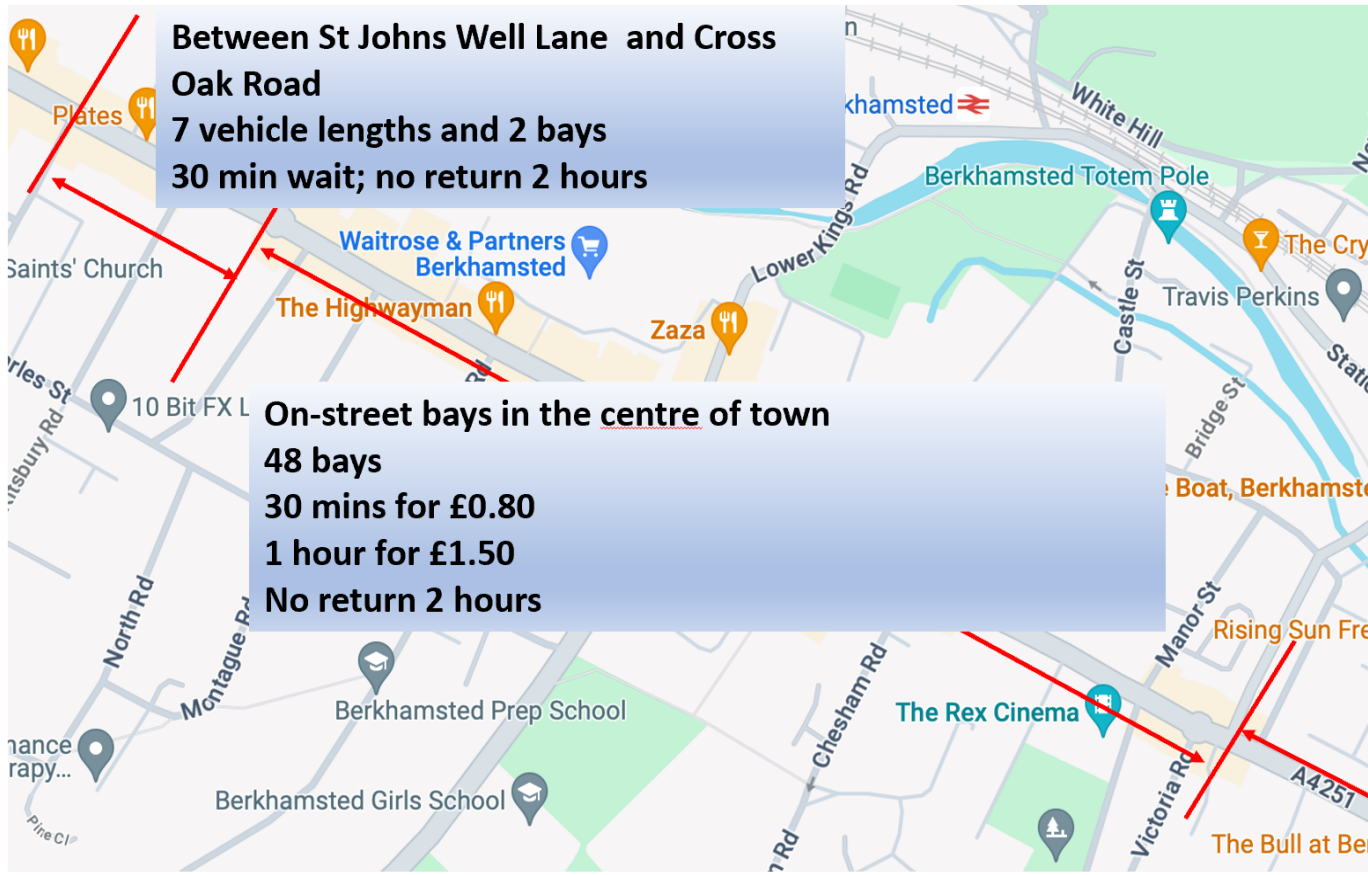
Location	Number of bays or vehicle lengths	Tariff	Limited Wait Bay
High Street, Berkhamsted	6 vehicle lengths	Free	1 hour no return within 2 hours (Mon-Sat 8:30am to 6:30pm)
High Street, Berkhamsted	3 bays	Free	1 hour no return within 2 hours (Mon-Sat 8:30am to 6:30pm)
High Street, Berkhamsted	7 vehicle lengths	Free	30 mins no return within 1 hour (Mon-Sat 8:00am to 6:00pm)
High Street, Berkhamsted	2 bays	Free	30 mins no return within 1 hour (Mon-Sat 8:00am to 6:00pm)
High Street, Tring	12 vehicle lengths	Free	1 hour no return within 2 hours (Mon-Sat 8:30am to 6:30pm)
High Street (old town), Hemel Hempstead	22 vehicle lengths	Free	1 hour no return within 2 hours (Mon-Sat 8:00am to 6:00pm)
High Street, Kings Langley	53 bays	Free	1 hour no return within 2 hours (Mon-Sat 8:30am to 6:30pm)
London Road, Apsley	16 vehicle lengths	Free	20 mins no return within 2 hours (Mon-Sat 8:00am to 6:00pm)

## New Limited Wait Bays

LWBs tariffs are shown below - parking restrictions apply as indicated			
Location	Number of bays or vehicle lengths	Tariff	Limited wait Bay
High Street, Berkhamsted (between St Johns Well Lane & Cross Oak Road)	6 vehicle lengths	Free	30 mins no return within 2 hours (Mon-Sun 8:00am to 6:00pm)
High Street, Berkhamsted (between St Johns Well Lane & Cross Oak Road)	2 bays	Free	30 mins no return within 2 hours (Mon-Sun 8:00am to 6:00pm)
High Street, Berkhamsted (between Manor Street & Highfield Road)	7 vehicle lengths	Free	30 mins no return within 2 hours (Mon-Sun 8:00am to 6:00pm)
High Street, Berkhamsted (between Manor Street & Highfield Road)	3 bays	Free	30 mins no return within 2 hours (Mon-Sun 8:00am to 6:00pm)
High Street, Tring (between Akeman Street & Langdon Street)	12 vehicle lengths	£0.80 - 30 minutes £1.50 - 60 minutes	Maximum stay one hour, no return within two hours (Mon-Sun 8:00am to 6:00pm)
High Street (old town), Hemel Hempstead	22 vehicle lengths	Free	30 mins no return within 2 hours (Mon-Sun 8:00am to 6:00pm)
High Street, Kings Langley (between Vicarage Lane & Common Lane)	4 bays	Free	30 mins no return within 2 hours (Mon-Sun 8:00am to 6:00pm)
High Street, Kings Langley (between Rose & Crown & Langley Hill)	21 bays	Free	30 mins no return within 2 hours (Mon-Sun 8:00am to 6:00pm)
High Street, Kings Langley (between Langley Hill & Vicarage Lane)	28 bays	£0.80 - 30 minutes £1.50 - 60 minutes	Maximum stay one hour, no return within two hours (Mon-Sun 8:00am to 6:00pm)
London Road, Apsley	16 vehicle lengths	Free	30 mins no return within 2 hours (Mon-Sun 8:00am to 6:00pm)

**Appendix 2 – Maps of Limited Wait Bays**

**Berkhamsted High Street**



**Berkhamsted High Street**

Proposal:

1. Free 30 mins bays, no return 2 hours at each end of the High Street
2. Paid bays in the centre of the High Street

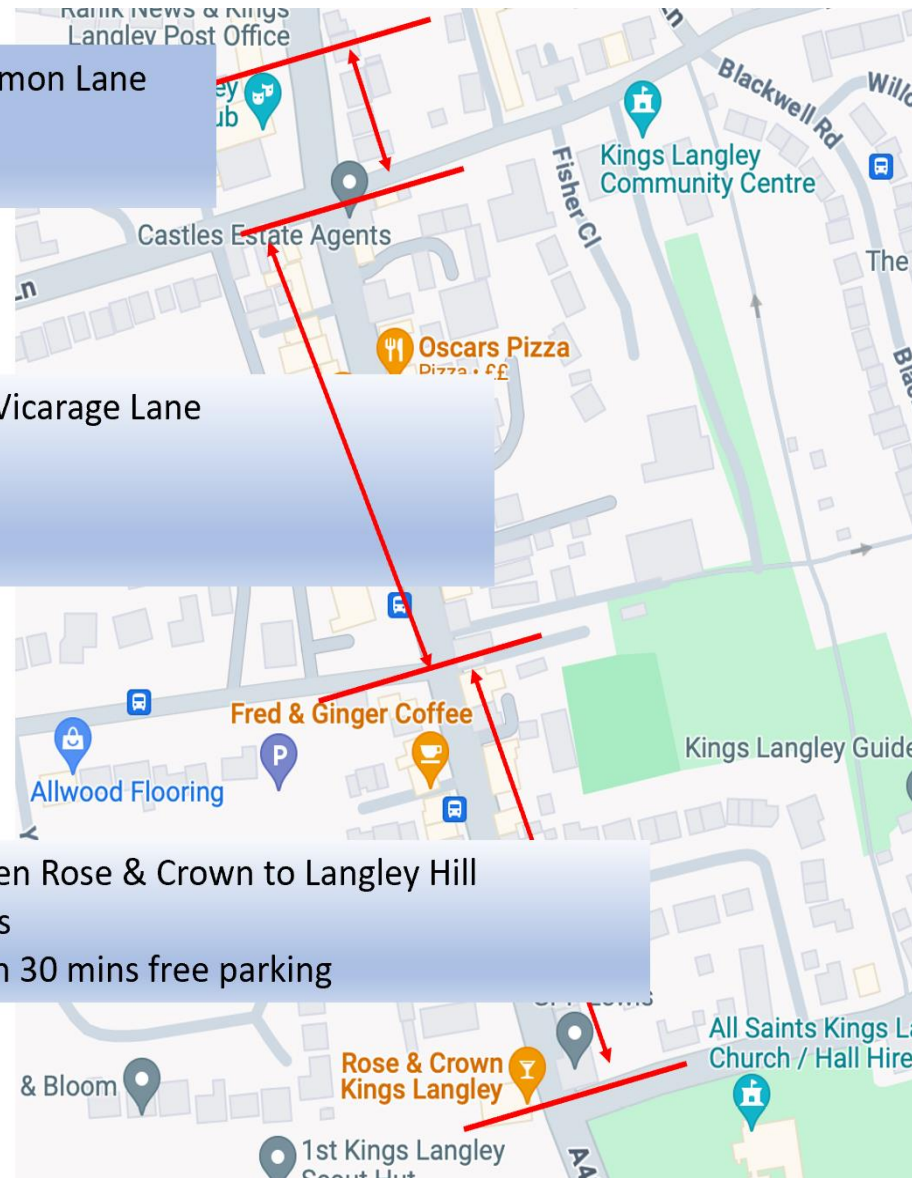
**Between Manor Street and Highfield Road**  
**6 vehicle lengths and 3 bays**  
**30 min wait; no return 2 hours**

## Kings Langley High Street

Between Vicarage Lane & Common Lane  
4 bays  
Remain 30 mins free parking

Between Langley Hill & Vicarage Lane  
28 bays  
30 mins for £0.80  
60 mins for £1.50

Between Rose & Crown to Langley Hill  
21 bays  
Remain 30 mins free parking



## Kings Langley High Street

Proposal:

To reflect Berkhamsted High Street

1. Free 30 mins bays, no return 2 hours at each end of the High Street
2. Paid bays in the centre of the High Street
3. 'Pay by Phone' app to be used

## Tring High Street

## Tring High Street

Proposal:

To reflect Berkhamsted High Street

1. Paid bays in the centre of the High Street
2. 'Pay by Phone' app to be used





## Appendix 3 - Community Impact Assessment Parking Tariff Increases & Parking Charging Policy

# Dacorum BC Community Impact Assessment (CIA) Template

Policy / service / decision

Parking Service tariff & Business Case proposals

### Description of what is being impact assessed

*What are the aims of the service, proposal, and project? What outcomes do you want to achieve? What are the reasons for the proposal or change? Do you need to reference/consider any related projects?*

*Stakeholders; Who will be affected? Which protected characteristics is it most relevant to? Consider the public, service users, partners, staff, Members, etc.*

*It is advisable to involve at least one colleague in the preparation of the assessment, dependent on likely level of impact*

The aim of this report is to recommend increases in parking tariffs and changes to parking charging policy, for both on-street and off-street parking across the Borough.

The basis of these recommendations is to:

- Provide an appropriate and more equitable charging basis that reflects the value of assets and cost of the services provided
- Provide a more equitable charging basis for users across the Borough, with consistency as to charging policies.
- Drive additional income that will contribute to parking income pressures, and contribute to the Council's wider financial sustainability and delivery of services
- Contribute to longer term objectives relating to sustainability and climate change, as part of a holistic approach to encouraging behaviour change in relation to travel and sustainable transport options

### Evidence

**What data/information have you used to assess how this policy/service/decision might impact on protected groups?** *(Include relevant national/local data, research, monitoring information, service user feedback, complaints, audits, consultations, CIAs from other projects or other local authorities, etc.). You should include such information in a proportionate manner to reflect the level of impact of the policy/service/decision.*

The Council's parking charges are significantly lower than public sector averages, and local private sector parking. Benchmarking parking tariffs with other Local Authority car parks shows the Council's parking tariffs are in the lower quartile of prices charged and further benchmarking with privately operated car parks in the vicinity also show that the Council's parking tariffs are lower.

Parking tariffs across the Borough were last reviewed and increased in 2019, during this period; inflation has increased by c. 28%, and so the current proposals for tariff increases in off-street car parks only bring the Council's tariffs in line with the cost of inflation.

The Council has a range of parking charging policies that need to be applied in a consistent and equitable manner throughout the borough. It is not justifiable or financially sustainable for the Council to subsidise part of its parking services and it also needs to encourage where possible changes in behaviour with regard to transport options, that will support wider environmental benefits.

**Who have you consulted with to assess possible impact on protected groups?** *If you have not consulted other people, please explain why? You should include such information in a proportionate manner to reflect the level of impact of the policy/service/decision.*

Before implementing any of the proposed changes to parking tariffs and parking charging policy, the Council will need to undertake a formal consultation before making the relevant Traffic Regulation Order.

This will provide an opportunity for individuals or groups that feel that they will be impacted to provide feedback on the proposals.

The comments and feed-back that are submitted as part of the consultation will then be weighed up against the financial and non-financial benefits of implementing the proposals

**Analysis of impact on protected groups (and others)**

The Public Sector Equality Duty requires Dacorum BC to eliminate discrimination, advance equality of opportunity and foster good relations with protected groups. Consider how this policy/service/decision will achieve these aims. Using the table below, detail what considerations and potential impacts against each of these using the evidence that you have collated and your own understanding. Based on this information, make an assessment of the likely outcome, before you have implemented any mitigation.

- The PCs of Marriage and Civil Partnership and Pregnancy and Maternity should be added if their inclusion is relevant for impact assessment.
- Use “insert below” menu layout option to insert extra rows where relevant (e.g. extra rows for different impairments within Disability).

Protected group	<b>Summary of impact</b> <i>What do you know? What do people tell you? Summary of data and feedback about service users and the wider community/public. Who uses / will use the service? Who doesn't / can't and why? Feedback/complaints?</i>	<b>Negative impact / outcome</b>	<b>Neutral impact / outcome</b>	<b>Positive impact / outcome</b>
<b>Age</b>	There are no identified positive or negative impacts on this characteristic. The proposed changes to parking tariffs and charging policies are being proposed across the borough and will impact on all motorists regardless of age.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Disability (physical, intellectual, mental)</b> <i>Refer to CIA Guidance Notes and Mental Illness &amp; Learning Disability Guide</i>	There are no identified positive or negative impacts on this characteristic. The proposed changes to parking tariffs and charging policies do not apply to any blue badge parking spaces/bays, as these will remain free to use when legally displaying a blue badge.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Gender reassignment</b>	There are no identified positive or negative impacts on this characteristic. The proposed changes to parking tariffs and charging policies are being proposed across the borough and will impact on all motorists regardless of gender identity or gender expression.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<b>Race and ethnicity</b>	There are no identified positive or negative impacts on this characteristic. The proposed changes to parking tariffs and charging policies are being proposed across the borough and will impact on all motorists regardless of race or ethnicity.	□	⊗	□
<b>Religion or belief</b>	There are no identified positive or negative impacts on this characteristic. The proposed changes to parking tariffs and charging policies are being proposed across the borough and will impact on all motorists regardless of religion or belief.	□	⊗	□
<b>Sex</b>	There are no identified positive or negative impacts on this characteristic. The proposed changes to parking tariffs and charging policies are being proposed across the borough and will impact on all motorists regardless of gender.	□	⊗	□
<b>Sexual orientation</b>	There are no identified positive or negative impacts on this characteristic. The proposed changes to parking tariffs and charging policies are being proposed across the borough and will impact on all motorists regardless of sexual orientation.	□	⊗	□
<b>Not protected characteristics but consider other factors, e.g. carers, veterans, homeless, low income, loneliness, rurality etc.</b>	There are no identified positive or negative impacts on this characteristic. The proposed changes to parking tariffs and charging policies are being proposed across the borough and will impact on all motorists that use pay to park space/bays. There remains significant levels of free parking on the public highway throughout the borough.	□	⊗	□
<b>Negative impacts / outcomes action plan</b>				
Where you have ascertained that there will potentially be negative impacts / outcomes, you are required to mitigate the impact of these. Please detail below the actions that you intend to take.				
<b>Action taken/to be taken</b> <i>(copy &amp; paste the negative impact / outcome then detail action)</i>	<b>Date</b>	<b>Person responsible</b>	<b>Action complete</b>	
N/A			□	
<b>If negative impacts / outcomes remain, please provide an explanation below.</b>				
N/A				

<b>Completed by (all involved in CIA)</b>	<b>Ben Hosier</b>
<b>Date</b>	<b>27/06/2023</b>
<b>Signed off by</b> ( <i>AD from different Directorate if being presented to CMT / Cabinet</i> )	<b>David Barrett</b>
<b>Date</b>	<b>30/6/23</b>
<b>Entered onto CIA database – date</b>	
<b>To be reviewed by</b> (officer name)	
<b>Review date</b>	