

## **Review of off-street Order**

### **Statement of Reasons**

The proposed Order incorporates a number of significant and minor amendments to the existing Order which are as follows:

- The removal of the concessionary free parking for blue badge holders in Council operated car parks.
- The rebranding of annual Citypark permits and the removal of all discounts for bulk orders.
- The removal of Sunday Worship permits from March 2021.
- The update of permit holder only car parks and formalising eligibility.
- The removal of car parks lost to development and changing how some of the existing car parks operate.

It is anticipated that the introduction of charges for blue badge holders will help balance the demand for disabled bays in the car parks and provide a more evenly balanced demand for disabled spaces across our car parks. It is anticipated that some badge holders will use on-street disabled bays and on-street pay and display bays. In addition, some badge holders may choose to park in car parks where the tariff is lower or at on street locations (free of charge) in proximity to their destination.

The rebranding and variation of the times of the annual permits will help align pay and display periods and provide consistency across car parks for the betterment of users. The removal of the discounts for bulk permit applications will help promote sustainable travel, thereby reducing congestions and improving road safety. It will also contribute to improving air quality and the air we breathe.

The removal of Sunday permits will support the permit review and sustainability and air quality objectives.

The new Order will also revoke those car parks that have previously been physically removed to redevelopment across the city centre. It will also formalise permit eligibility for permit parking car parks as per current arrangements for on street parking schemes.

The Order will change the operation of Melbourne Court West, Pottery Lane and Shieldfield House car parks – that are currently permit holder only locations, into pay and display car parks (with provision for permit holders). As the locations are significantly under-utilised, this proposal will help create pay and display bays which the public can use, which should drive vehicles from the highway to off street, thereby furthering the duty to provide off-street parking and reducing the number of vehicles parking on the road. This will help ease congestion, especially at peak times, and helps air emissions from looking for an available bay on street.

The Order will also include cashless pay by phone parking for the remaining car parks outside the city centre.