

### Appendix 3 – Consultation Summary, Key Themes and Responses to Objections Received.

**TRO Consultation:** The recommendations require the introduction of parking charges at some new locations that are currently free. These parking charges and controls are planned to be introduced at a number of on-street and off-street parking spots and car parks both in coastal and town centre locations and include an overnight charge. Also an inflationary increase to the tariffs for existing on-street locations including an overnight charge.

- Charging at other off-street car parks and overnight charge on all paid for off-street car parks, see table 1 – Scheme ref no. TO/24/38
- Increase to tariffs for existing on-street locations and introduction of an overnight parking fee – Scheme ref no. TO/24/39
- Kings Parade / Coastal Drive, New Brighton - Scheme ref no. TO/24/40
- North Parade / Meols Parade, Hoylake and Meols – Scheme ref no. TO/24/41
- South Parade, West Kirby – Scheme ref no. TO/24/42

**Table 1 – Off-street car parks**

Item No	Column 1
	<b>Location of Parking Place</b>
26	<b>Fort Perch Rock Car Park</b> , New Brighton. Plot of land on the northern side of Marine Promenade bounded on its easterly and northern side by the Mersey Estuary and on the western side by the marine lake.
27	<b>Chamberlain Street Car Park</b> , Birkenhead. Plot of land on the southern side of Chamberlain Street bounded on its easterly side by the railway line and its westerly side by Old Chester Road
28	<b>Old Chester Road/Chamberlain Street Car Park</b> , Birkenhead. Plot of land on the northern side of Chamberlain Street bounded on its easterly side by the railway line and on its westerly side by Old Chester Road.
29	<b>Turner Street Car Park</b> , Birkenhead. Plot of land on the northern side of Balls Road East bounded on its easterly side by Turner Street and on the southerly side of Penrith Street.
30	<b>Banks Road Car Park</b> , Heswall. Land at the westerly end and southerly side of Banks Road
31	<b>Roslin Road Car Park</b> , Irby. Land on the westerly side of Roslin Rd and the northerly side of Thingwall Road.

32	<b>Fishers Lane Car Park</b> , Pensby. Land on northerly side of Fishers Lane between Ridgemere Road and Pensby Road.
33	<b>Carr Lane Car Park</b> , Hoylake. Land on southerly side of Carr Lane south-east of the railway line.
34	<b>Charles Road Car Park</b> , Hoylake. Land on the south-east side of Charles Road and north-west side of Grosvenor Road
35	<b>Market Street Car Park</b> , Hoylake. Land on the south-east side of Market Street fronting Hoylake Holy Trinity C of E Primary School.
36	<b>Barlow Avenue Car Park</b> , Bebington. Land to the south-west of Barlow Avenue and north-west of Bebington Road.
37	<b>Church Road Car Park</b> , Bebington. Piece of land bounded by Church Road and the Civic Centre.
38	<b>Roland Avenue Car Park</b> , Bebington. Land at Junction of Roland Avenue and Teehey Lane.
39	<b>Allport Lane Car Park</b> , Bromborough. Land at the rear of Allport Lane precinct, south of The Rake and east of Allport Lane.
40	<b>Mill Park Drive Car Park</b> , Eastham. Land to the south of Eastham Branch Library
41	<b>Manor Road Car Park</b> , Liscard. Land at the junction of Liscard Village and Manor Road.
42	<b>Garden Lane Car Park</b> , Moreton. Land at the junction of Pasture Road and Garden Lane.
43	<b>Holt Avenue Car Park</b> , Moreton. Land on the westerly side of Holt Avenue.
44	<b>Pasture Road Car Park</b> , Moreton. Land on the easterly side of Pasture Road south of the Ambulance Station.
45	<b>Thurstaston Common Car Park</b> , Thurstaston. Land off Telegraph Road opposite 'Roughlands'
46	<b>Derby Pool Car Park</b> - car parking areas under council ownership which are situated at the south west end of Bayview Drive. (The Derby Pool Public House Car Park at the end of Bayview Drive is not bounded within this area.)
47	<b>Gunsite Car Park</b> - car parking areas, including the access road and all roads within the Gunsite park area and the plots of land used for car parking accessed from Green Lane.

Through this consultation people were asked to provide their comments on the proposal, including any objections, and reasons for objection for each of the potentially affected sites. The consultation was carried out between 25 September – 23 October 2024. The approach used was an online public consultation through the ‘Have your say’ consultation portal at [www.haveyoursay.wirral.gov.uk](http://www.haveyoursay.wirral.gov.uk) with a page dedicated to the Car Parking Charges Consultation. Documents provided on the site included a summary of each of the proposed parking scheme sites, illustrating the areas affected, charges and existing restrictions. One online questionnaire was provided for residents to engage with. Respondents were also able to submit additional comments via a dedicated email address, which was published on the ‘Have your say’ website alongside the online tool.

The consultation questionnaire was developed to enable stakeholders to record their support or objection to each, or all, proposed schemes, and provide additional free text comments as to the reasons for their support or objection. No questions were mandatory so respondents could choose which questions to respond to.

Following closure of the consultation, the responses to each of the questions were collated and combined with the email submissions. The questionnaire was responded to by 3070 people, with an additional 100 plus direct representations received via the dedicated email address supplied for the consultation process. These are included in full at Appendix 2 to this report. In terms of the results, it is important to note that the public consultation is not representative of the overall population but provides information on the opinion of those residents who engaged only.

### Summary:

- **Other Off-Street Car Parks – Scheme ref no. TO/24/38**
  - Around 93.9% of 2937 respondents to Question 5 said that they objected to the introduction of the scheme
- **Increase to tariffs for existing on-street locations and introduction of an overnight parking fee – Scheme ref no. TO/24/39**
  - Around 74.9% of 2500 respondents to Question 4 said that they objected to the introduction of the scheme
- **Kings Parade / Coastal Drive, New Brighton. Scheme ref no. TO/24/40.**
  - Around 86.3% of 2744 respondents said that they objected to the introduction of the scheme
- **North Parade / Meols Parade, Hoylake and Meols. Scheme ref no. TO/24/41**
  - Around 86.3% of 2696 respondents said that they objected to the introduction of the scheme
- **South Parade, West Kirby – Scheme ref no. TO/24/42**
  - Around 85.9% of 2676 respondents to Question 3 said that they objected to the introduction of the scheme

80.6% of 2819 respondents said that they objected to all schemes.

Petitions received at the time of writing this report:

A 3558 signature petition has been received from the Bromborough Village Community Association objecting to parking charges in Allport Lane car park and all Bromborough car parks.

Free text comments were examined, and common themes identified. The most prevalent themes have been extracted and highlighted below along with officers' comments. All the comments can be viewed in Appendix 2 to the report.

### **Key Objection Themes and Officers Response:**

#### **Effect on businesses/local economy (mentioned approximately 258 times in the consultation feedback):**

'Generally any paid parking is going to have a detrimental effect on businesses.'

'This will have a negative effect on businesses in the area.'

'It will deter people from visiting the site and have a negative effect on the local economy.'

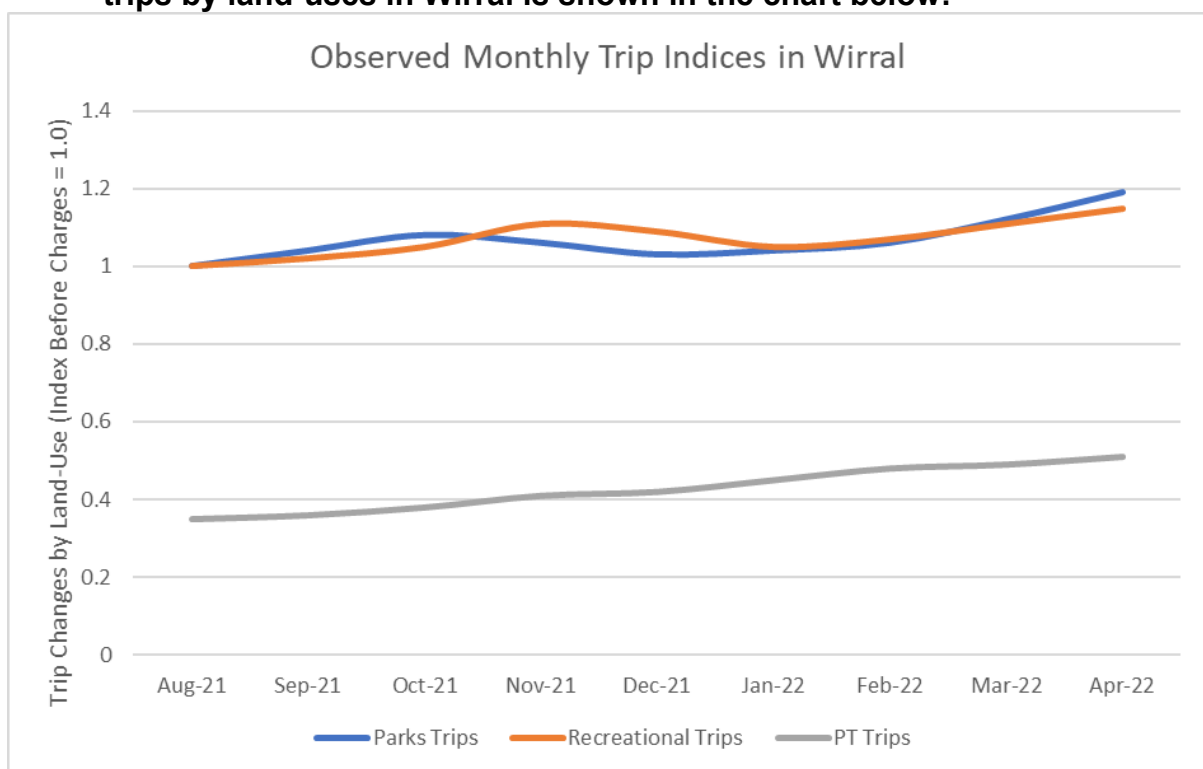
- **There is considerable research and evidence which demonstrates that carefully co-ordinated pricing charges do not negatively impact businesses. For example, the Transport Research Laboratory (TRL) has studied towns and cities across the UK and also carried out a review of available research and literature on parking impacts on local businesses. This study, published in 2010, found that customers usually adapt their travel behaviour in a more responsible manner by consolidating trips (for example, the weekly shopping trip). They still spend as much in the local shops, and even often spend more if they bring their families with them to make it a day out.**
- **This evidence has been demonstrated in Wirral in the approved Parking Strategy. The consultants have examined parking ticket machine data before and after the standardised tariffs were introduced, including over 25 weeks of weekly parking machine data after the charges were standardised on 6 September 2021. This analysis has shown no discernible drop in the issue of parking charges after the new tariffs were implemented.**

#### **Impact on health and wellbeing (mentioned approximately 221 times in the consultation feedback):**

'NHS health and wellbeing statistics show obesity and mental health crises. People need to be able to ""get outside"" and enjoy nature for the health and well-being. Adding these charges could prevent people from being able to do so. We need to encourage residents to exercise and use our open spaces rather than charge them to park near Country Parks, beaches and green spaces.'

‘Charging for parking will have a detrimental effect on the wellbeing of Wirral residents. Many elderly people rely on these open spaces for mental wellbeing. They cannot be expected to use public transport or the unnecessary bike lanes. They also shouldn’t be expected to pay for the privilege of our natural beautiful coastline!’

- **The parking consultants who developed the Wirral Council Multimodal Parking Strategy have collected observed trips before and after the introduction of the new parking charges. The data of observed trips was collected for various locations and types of land-uses (parks, recreational areas and on Public Transport (PT)) and was averaged across Wirral on a monthly basis. The observed monthly changes in trips by land-uses in Wirral is shown in the chart below:**



- **The observed trends are from August 2021 to April 2022, i.e. 5 weeks before the introduction of your standard parking charges and 25 weeks after. This factual observed trips data clearly shows the parking charges have not negatively impacted the use of parks/leisure and have even helped the return to PT users suffered by Covid-19. There is a dip around the Christmas period, but this is normal given the bad weather at this period and the recent Easter period has shown very high usage levels.**
- **Clearly, the above surveys demonstrates that there have not been any significant impacts to parks and recreational areas in Wirral.**

**Displaced Parking (mentioned approximately 22 times in the consultation feedback):**

‘Cars will be displaced causing congestion and create parking problems elsewhere.’

‘Displaced traffic would likely use surrounding residential streets and park inconsiderately/ illegally, making these streets more congested and difficult to access for residents.’

- **Controlled parking in towns and city centres are a potentially important policy measures, especially when accompanied with suitable enforcement. The 2010 TRL research concluded that “critics often claim that parking pricing spoils local economic activity by discouraging customers, but it actually provides both economic benefits and costs. It increases turnover of parking spaces which makes finding a space easier, reduces the number of parking spaces required at a location which can provide financial savings, and can reduce traffic problems such as congestion”. (Page 11, Parking Measures and Policies Research Review, TRL Limited, 2010).**
- **This research was recently updated in 2017 by the Welsh Government which concluded the same findings and no significant change in public behaviour. In fact, the view of the Welsh Government update research is that cheaper or even free parking may “*have a negative effect as it is used mainly by workers or nearby residents as a free private garaging facility*” (page 18, Research into Car Park Charging Strategies, Welsh Government, 2017).**
- **One of the measures available to manage parking in residential streets is a Resident Only Parking Scheme. In deciding whether or not a new or amended residents parking scheme should be introduced, the desirability of the scheme is measured against certain criteria guidelines to determine the need, the acceptability and its practicality. Given the feedback received to date in relation to the resident parking permits, a full consultation is going to be required to ensure residents have a chance to respond formally. This will be an opportunity to present a different type of consultation including their views on whether Resident Parking Permits should be self-financing, what costs need to be covered from these fees such as enforcement, whether they wish their areas to continue to be included in the Controlled Parking Zones, and whether further areas should be considered. The consultation will also ensure the Traffic Orders are all brought into a single consolidated order allow future changes to be made more easily.**
- **With regards to pavement parking enforcement, currently only the police have powers to act. Local authorities outside of London are waiting on the outcome of recent government consultation regarding devolving these powers from the police to local authorities. This requires an Act of Parliament to be passed. Unfortunately, there are no timescales for this.**

- **Where parking problems occur on existing yellow lines then the Council can take enforcement action.**

**Impact on Cost of Living Crisis (mentioned approximately 219 times in the consultation feedback):**

'The cost of living is tough enough as it is. To impose parking charges will limit local use of our natural beauty and few areas that can be a "free day out". This is blatant money grabbing by a corrupt council. Not only does this affect local access to nature, it will affect local businesses and tourism during the summer. Locals deserve to park in their community for FREE. Shame on you Wirral Council.'

'In a cost of living crisis, the last thing the people need are more charges for trying to survive. Less and less people are going to visit the area causing a decrease in interest/funds for the area.'

'Cost of living..! We want people to be able to go to places and use the facilities there and not go because of having to pay to park. You're putting businesses at risk if you charge. People are put off by being charged to park their cars. Another tax.'

- **The analysis of observed trip patterns by the parking consultants who supported Wirral Council in delivering the parking strategy have demonstrated that parking charges have helped increase the use of public transport. The observed trends show a positive rise in the demand for public transport, helping the socially excluded and more vulnerable members of the local community by providing cost-effective alternatives to the rise in motoring costs. It is also worth noting that the increases in motoring costs are mainly due to non-parking rises such as fuel (up 30% from 2021) and insurance according to research by Autocar.co.uk ([How rising costs will affect UK drivers | Autocar](#))**

**The proposed parking charges will impact on charities and volunteers (mentioned approximately 105 and 203 times respectively in the consultation feedback):**

'Local charity, Wirral 3Ls, operates in Bebington Civic Centre and serves over 800 Wirral residents PER WEEK who attend daytime adult learning classes and social activities. For many this is their only social contact to support their mental and physical wellbeing. Wirral 3Ls charity will almost certainly fail if their members have to pay £3.60 to park in addition to the weekly cost of their 2-hour class. Additionally, WBC will lose ca. £40,000 p.a. from the room hire charges 3Ls pays the council. The proposal does not make sense on any level.'

'There also a risk that RNLI crew responding to emergency incidents, when seconds count, will be disrupted if they need to pay for parking or otherwise risk getting ticketed if they do not have time to find a parking meter and then return to their vehicle.'

'I provide ad hoc volunteer coaching for local kids / residents, this will reduce likelihood of me providing such services.'

'This is particularly outrageous in the case of the group of volunteers who save the council many thousands of pounds maintaining the gunsite.'

'The workers in Bromborough village, many of whom are volunteers, others on low salaries, who use the carpark daily and face crippling expenses just to maintain their normal lifestyle, many without viable alternatives with regard to transport.'

- **Parking charges should be fair and equitable across the whole borough. The standardisation of car parking charges across all existing on and off street locations is in line with the short term aims of the approved Wirral Parking Strategy.**
- **The Council works with a large number of volunteer groups, emergency response agencies such as the RNLi and other organisations and it is our intention to continue to work with these groups in providing parking concessions where appropriate.**

**The proposed parking charges are Unlawful (mentioned approximately 23 times in the consultation feedback):**

'All public highways are owned by the public and tax payers... authority and consent is not given to any corporation for charges to land and highways.. additionally this is unlawful and detrimental for the area...'

'The imposition of parking charges on South Parade is unlawful as it has been proposed for revenue generation and not traffic management.'

'Your fines (without conviction) are illegitimate, unlawful and fraudulent under the Bill of Rights 1688.'

'Using TROs for the primary purpose of generating revenue to address broader council deficits is unlawful.'

- **The aims and objectives of the approved Wirral Parking Strategy is not to raise revenues but to manage the negative transport impacts and provide sustainable options for residents, businesses and visitors to Wirral. This includes managing demand and encouraging responsible travel. Parking charges should be fair and equitable across the whole borough. All proposed changes to existing parking arrangements are being developed under the UK legislative process for implementing traffic regulation orders.**



**Comments from the Liverpool City Region Combined Authority LCRCA and Merseyrail regarding proposed parking charges at council car parks near to rail stations (Carr Lane Hoylake, Green Lane and Chamberlain Street Birkenhead).**

The specific car parks are, two adjacent to Green Lane Station (the Chamberlain Street Car Park and the Old Chester Road-Chamberlain Street Car Park, Birkenhead and one at Hoylake station. These car parks are seen as park and ride sites by LCRCA and as such are used by car users to access the rail network.

On behalf of the LCRCA I would like to take the opportunity to raise a number of issues which we feel should be taken into account as WMBC develops its policy. If charges are put in place at these locations we believe it will have a number of impacts:

1. It will potentially cause car users to undertake their entire journey using a car rather than curtailing and using the train to reach their destination which is likely to be Liverpool City Centre in both cases.
2. It will likely cause a shift to free or cheaper car parks elsewhere on the peninsula increasing the distances travelled by car and impacting on car parks which are already at capacity.

In the case of Hoylake car users are likely to drive to Bidston or more likely Birkenhead North.

The majority of the users at Green Lane are from the west side of the Wirral and they are likely to migrate to Spital or Bromborough if they don't make the entire journey by car. Alternatively, they may be willing to use the Bridge St car park at Hamilton Square which would increase congestion of routes around the station (currently subject to development work by WMBC which would see further reduction in highway capacity), would be more cost effective (current charge £3.80 for 12hrs) and would give them significantly more trains per hour to complete their journey.

3. It will likely cause the areas around the station to be used as a free car park impacting on safety of pedestrians and impacting on residents.

In conclusion we believe the proposal to charge at these stations would have a negative impact on the way car users would behave and cause an increase in car mileage.

In addition, it will encourage drivers to undertake a greater part of their journey using the car which will cause an increase in car mileage and would have a direct impact on the drive towards net-zero emissions by 2035. This would be detrimental to the aim of the Liverpool City Region Mayor and supported by the District Leaders.

While we appreciate that Wirral MBC can put these charges in place we suggest that it should reconsider the appropriateness of car park charging at these two locations.

Merseyrail comments: Currently there are several key stations across the LCRCA some of which are in WMBC area. Some owned by Merseytravel, some by Network Rail Operated by MEL, some Merseytravel leased from WMBC and some WMBC (including Hoylake and 2 car parks at Green Lane).

Currently LCRCA/Merseytravel policy (as agreed by the Transport Committee which is made up of Cllrs from all Local Authorities in the City Region) is that all rail station car parks are free for rail users. This is to support more sustainable journey choices and enable park and ride rather than longer, more polluting end to end car journeys. We also have concerns about the potential for an increase in on street residential parking around our stations because of a charging scheme being introduced.

I'd like to meet to discuss how the plans consulted on, dovetail with LCRCA policy and the potential complications.

People (users) view the car parks as part of Merseyrail's estate – even though they are not.

During the closure of the Hoylake car parks for the open golf championships, 76 complaints of displaced parking received from local residents and when the car park was closed for resurfacing Merseyrail received 17 complaints of displaced parking from local residents,

The LCRCA believe there is an historic agreement possibly going back to the 70's saying Wirral council agreed to no parking charges at rail station car parks.

#### **Extract from the DRAFT LTP4:**

Policy G2-7 Implementing "polluter pays" approaches The Combined Authority supports the role of pricing measures that help manage demand for the use of cars, vans, and freight vehicles in ways that support the vision, goals and principles in this plan. Tunnel tolls and discounting on the Mersey Tunnels will be kept under review. This is to ensure that users pay the fair and true cost of their travel and in a way that makes clean, sustainable transport affordable and competitive. The likely impacts of different pricing options on carbon emissions will guide reviews of tolling and operations. We will work with our private sector partners and local authorities to make the cost of parking more consistent and reflective of the true costs of vehicle use. We will work to seek to reduce overall parking provision, especially long-term parking to encourage modal shift.

**The Green Lane, Chamberlain Street and Carr Lane car parks located near to Merseyrail stations are owned and operated by Wirral Council. Officers' views are that these car parks should be considered alongside all other car parks in a fair and equitable way. If the introduction of parking charges are approved by**

**this committee, officers will liaise with these organisations, LCRCA / Merseyrail on options on how these car parks could be operated including consideration of leasing the car parks under a commercial arrangement.**

**Pasture Road Car Park, Moreton, this car park is located adjacent to a health centre. If committee agree to consider a commercial arrangement for the car parks located adjacent to the rail stations, then consideration should also be given to entering a similar arrangement with the health centre at Pasture Road.**

**If no commercial arrangement can be agreed then parking charges would be introduced as per the original committee resolution.**

As well as receiving several thousand comments objecting to the parking charges we also received several 100's of comments supporting the proposals. Some of these are highlighted below:

- **Other Off-Street Car Parks – Scheme ref no. TO/24/38**

'Other areas should not be subsidising free parking in some areas that are more affluent. Maintenance costs for these carparks need to come from somewhere.'

'Parking isn't free, and someone has to pay for it. It costs money for the land, the tarmac, to maintain it etc. Right now, we all pay for these car parks as residents through our council tax, regardless of whether or not we drive or even own a car – and bearing in mind according to the latest census, 1 in 4 households in Wirral do not own or have access to a vehicle. It is only right that those using these facilities bear the full cost of it, rather than relying on everyone else to pay for it – even if they do not have the ability to do so.'

'Everywhere I go in the country I have to pay in car parks so why not here. It's time that the Wirral fell into line with everywhere else.'

'Yes introduce parking charges even just a small amount for each car will raise monies and some of these car parks are heavily used yes people will not want to pay but remember a lot of locals use these car parks not just tourists and visitors maybe a loyalty scheme for locals would help as there are not many local loyalty schemes for locals'

'Car parks require servicing so no objection.'

- **Increase to tariffs for existing on-street locations and introduction of an overnight parking fee – Scheme ref no. TO/24/39**

'Controlled parking in residential areas is really important to manage the number of cars left parked. People shouldn't have too many vehicles, or should pay a fee if they want to. The price rise is fine. I'd like to see a lot more controlled parking zones around Wirral.'

'Birkenhead needs a huge injection of cash to get it up to the bustling town your used to be. I'm hoping Wirral Council are going to invest heavily there, so I don't oppose the parking charges, as it has an easy train and bus route to provide an alternative method of transport there.'

'This would be sensible for town centre.'

'This seems generally reasonable.'

- **Kings Parade / Coastal Drive, New Brighton. Scheme reference number TO/24/40.**

'It's a busy spot with tourists. We struggle to park which shows that there is demand so parking charges could help manage traffic. Ideally we'd like to use public transport more so perhaps the money raised could help improve the buses?'

'It's a busy coastal area. Parking charges will help to manage traffic and stop people staying all day. We often struggle to park here at a weekend. It could/should encourage local people to walk or cycle, freeing up space for those that need to drive'

'We are lagging behind all other coastal towns parking charges should be introduced immediately as this is a revenue that the borough has been missing out on as people accept you have to pay a parking charge ie Llandudno, rhyl etc I live in new brighton and know the monies that could be made'

'About time this was done, the amount of money this council could of had by charging for parking over the years is staggering, it could of been used on regeneration projects there.'

'A £1 charge for overnight parking is reasonable. My concern is how long it will stay at that price.'

**Note:** If these parking charges are approved then the owners of the development near to Morrisons may consider implementing parking charges on the car parks adjacent to the shops.

- **North Parade / Meols Parade, Hoylake and Meols – Scheme ref no. TO/24/41.**

'Arguably the charge isn't high enough. You also need to consider introducing other TROs on surrounding streets – particularly No Stopping on Verge or

Footway TROs – otherwise entitled drivers will almost certainly dump their cars on footways on surrounding streets.’

‘This seems a reasonable proposal to me, since it is targeting parking for leisure purposes, and is unlikely to have any significant impact on local businesses, although the impact of the any such charges, in terms of leading to an increase in parking in local residential roads, to the significant inconvenience of local residents, should be kept under review.’

‘As this is a coastal recreational area, the price must be kept simple and low to not discourage outdoor activities.’

- **South Parade, West Kirby – Scheme ref no. TO/24/42**

‘West Kirby parking is difficult, I think people should have to pay to park here.’

‘I appreciate the methodology in encouraging a turnover of users.’

‘West Kirby is more accessible by public transport than other locations and is heavily used year-round. Maybe a reduction in car traffic here would be good but realistically I don't think it's going to happen.’

‘West Kirby is a destination and attracts a vast number of visitors causing huge traffic congestion, I do think we need to have paid parking here to encourage people to move on and not block free parking areas and allow everyone the opportunity to park. I do think an option to have the first hour or 1.5 hours free to encourage people to be able to spend time shopping in the local shops to encourage business, but prevent those parking all day without paying anything.’

‘This is an area of heavy traffic congestion, easily accessed via public transport and charges are not unreasonable for sites such as this.’

- **Other - All Schemes**

‘I think there is too much free parking in Wirral. Places like perch rock should have charges through out the day. Not NCP levels but a few quid for the day per car could go along way to help a cash strapped council!!’

‘Controlling the increasing traffic and inconsiderate parking is a key factor to create a clean, safe and greener community.’

‘Controlling the increasing traffic and inconsiderate parking is a key factor to create a clean, safe and greener community.’

‘Please implement! Don't be put off by the vocal moaners. This is a very sensible proposal.’

‘Please make some money for the council and put it to good use to improve life for other road users e.g bikes, pedestrians, public transport. Encourage people to use cars less.’

‘All schemes strike me as sensible measures. Ideally, the introduction of car parking fees will encourage drivers to consider other methods of travel, walking or cycling, which is an obvious benefit. Parking fees also helps to align the costs of driving more closely with public transport, which is again important for creating a more sustainable future.’

‘I am a motorist but totally support new and increased charges. It does irritate me that people will very expensive cars disagree with paying an extra few pence to park.’

### **Key Supportive Themes:**

- Car parks have operational costs associated with them and the need to be maintained; charging would support this.
- Parking charges should be fair and equitable across the whole borough.
- Parking charges may lead to a reduction in vehicles which would reduce congestion.
- Parking charges support the climate emergency, reduction of emissions.
- The standardisation of car parking charges across all existing on and off street locations is in line with the short term aims of the approved Wirral Parking Strategy.

### **Recommendations:**

Page 2 of the main report sets out officers’ specific recommendations for those locations where parking charges should be introduced or changed, these recommendations are listed below together with the legal powers and procedures that are being used for each of these and identifies if this is a new TRO or a variation/amendment to an existing TRO.

- a) introduce charges at off street Council owned car parks, that are listed in Appendix 1 to this report.

**The following orders have been made under Sections 1, 2, 3, 4, 32, 33, 34, 35, 35A, 35B & 35C of the Road Traffic Regulation Act 1984,**

### **Amendment to a Traffic Regulation Order (TRO):**

**METROPOLITAN BOROUGH OF WIRRAL (OFF-STREET PAY AND DISPLAY PARKING PLACES) ORDER, 2015 – AMENDMENT No 2 2024**

- b) introduce a £1 overnight charge at off street Council owned car parks, that are listed in Appendix 1 to this report.

**Amendment to a TRO made as per the details in recommendation a) above.**

- c) the inflationary increase to the car parking charges at existing Council car parks that currently charge. **Variation to a TRO**

**The following orders have been made under Section 35 and 35C of the Road Traffic Regulation Act 1984 and Regulation 25 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.**

**Variation/Amendment to a Traffic Regulation Order (TRO):**

**METROPOLITAN BOROUGH OF WIRRAL (OFF-STREET PAY AND DISPLAY PARKING PLACES) ORDER, 2015 – AMENDMENT No 1 2024**

- d) introduction of car parking charges in on street bays at New Brighton, Hoylake and Meols and West Kirby, as detailed in the report.

**The following orders have been made under Sections 1, 2, 3, 4, 32, 33, 34, 35, 35A, 35B & 35C, 45 and 46A of the Road Traffic Regulation Act 1984**

**New TRO:**

**METROPOLITAN BOROUGH OF WIRRAL (KINGS PARADE AND COASTAL DRIVE, NEW BRIGHTON) (WAITING AND PARKING PLACES) ORDER 2024**

**METROPOLITAN BOROUGH OF WIRRAL (NORTH PARADE AND MEOLS PARADE, HOYLAK AND MEOLS) (PROHIBITION AND RESTRICTION OF WAITING AND PARKING PLACES) ORDER 2024**

**METROPOLITAN BOROUGH OF WIRRAL (SOUTH PARADE, WEST KIRBY) (PROHIBITION AND RESTRICTION OF WAITING AND PARKING PLACES) ORDER 2024**

- e) a £1 overnight charge in on street parking bays at New Brighton, Hoylake and Meols and West Kirby.

**New TROs made as per the details in recommendation d) above.**

- f) an inflationary increase to the car parking charges at on street bays where fees already apply in the Birkenhead controlled zone.

**The following orders have been made under Sections 1, 2, 3, 4, 32, 33, 34, 35, 35A, 35B & 35C of the Road Traffic Regulation Act 1984,**

**Amendment to a TRO**

**METROPOLITAN BOROUGH OF WIRRAL (BIRKENHEAD CONTROLLED PARKING ZONE) (WAITING, LOADING & PARKING PLACES) ORDER, 2008 AMENDMENT No 2 2024**

- g) a £1 overnight charge in on street parking bays at the Birkenhead controlled zone.

**Amendment to a TRO made as per the details in recommendation g) above.**