

TONBRIDGE & MALLING BOROUGH COUNCIL

STREET SCENE and ENVIRONMENT SERVICES ADVISORY BOARD

23 November 2021

**Report of the Director of Street Scene, Leisure & Technical Services and the
Director of Finance & Transformation**

Part 1- Public

Matters for Recommendation to Cabinet - Key Decision

1 REVIEW OF CAR PARKING FEES AND CHARGES

Summary

This report brings forward recommendations for existing car parking fees and charges for implementation from 1st April 2022

1.1 Introduction

1.1.1 Fees and charges for parking in the Borough are regularly reviewed in the context of current and planned service improvements and the operational management of the parking service.

1.1.2 In bringing forward the proposals in this report, consideration has been given to the set of guiding principles for the setting of fees and charges established by the Council. The guiding principles can be summarised as follows:-

- Fees and charges should have due regard to the Council's Medium Term Financial Strategy and should reflect the Council's key priorities.
- If there is to be a subsidy from the Council tax payer to the service user this should be a conscious choice.
- The Council should look to maximise income subject to market conditions, opportunities and comparable charges elsewhere, in the context of its key priorities and other corporate aims and priorities.
- Fees and charges should be reviewed at least annually (unless fixed by statute or some other body).
- Fees and charges should not be used to provide a subsidy from the Council tax payer to commercial operators.
- There should be consistency between charges for similar services.

In addition to the above, consideration also needs to be given to a number of specific principles relating to the provision of a successful car parking service.

In summary the Council should:-

- Seek to optimise the availability of parking.

- Manage assets in a fair commercial and efficient manner.
- Implement an appropriate charging regime taking into account the cost of the parking service
- Balance the management of the car parks to meet the needs of all users
- Have in place suitable inspection and maintenance regimes to ensure it provides safe and well-maintained opportunities for the public to park their vehicles.

Furthermore, the report takes into account the impact of Covid and the subsequent recovery of the usage of the car parks as people return to a more normal way of life.

1.1.3 The report considers current and future fees and charges for parking, and following careful consideration of the aforementioned principles, brings forward a number of proposals. In summary the proposals are as follows:

- Short stay parking charges in Tonbridge for parking longer than 1 hour to increase in a linear fashion in line with an hourly charge of £1.40, with a penalty tariff to be introduced for parking longer than 4 hours. Long stay parking charges in Tonbridge to increase by 10p per tariff band, with no change to the 30 minute and 1 hour rate.
- Residential preferential parking permits to increase from £45 to £52 (a pound a week) across the whole borough, with a rising scale of charges based on the number of cars per household increasing by proportionate amounts. New applicants to continue to receive 10 visitor permits free of charge.
- Visitor permits be retained at £12 for 10 permits.
- Country parks – an increase from £1.40 to £1.80 for the first 4 hours. Season tickets for regular users to increase from £50 to £60.
- West Malling High Street car park – an increase in short stay parking charges in the High Street car park as shown in Table 5. West Malling Ryarsh Lane car park - the introduction of a new 1 month Season ticket to the Ryarsh Lane car park at £26 per month, and the introduction of Saturday phone payment charges (at the same rate as the High Street car park).
- Borough Green – charges in the Western Road car park to increase by 10p per hour with no increase to the 30 minute tariff, or the 23 hour rate.
- Upper Castle Fields car park and the Castle Grounds to become short stay car parks.
- Sunday and Bank Holiday charging (with the exception of the Country Parks) to continue to be free of charge.

- The existing chargeable parking periods to be extended from 8am-6pm to 8am to 8pm with the exception of West Malling.
- Peak and Off-Peak Season tickets – increases to reflect market conditions/demand.
- Business permits/dispensations for on-street – increases applied with the exception of permits for carers.
- Carers permits to become free of charge

1.1.4 It is relevant for Members to note that the last annual review of car parking charges was in 2019 and the implementation of the new charges was delayed until April 2021 due to the impact of Covid. It is also worthy of note that a number of the proposals within the report do not involve any increase in the existing charge. This includes no increase in the 30 minute or 1 hour tariff in all short stay car parks, no increase in visitor permits for parking in residential roads, no charges for carers parking on-street, and most significantly charges on Sundays and Bank Holidays remaining free of charge.

1.1.5 Following agreement by Cabinet the report does not consider the introduction of car parking charges for the Council's car parks in Aylesford, Larkfield and Snodland.

1.2 Investment in the Parking Service

1.2.1 The review seeks to achieve a balance between proactively managing parking on behalf of residents and businesses and an appropriate charging regime taking into account the cost of the parking service. Many items contribute to this cost, such as maintenance of the car parks, enforcement, business rates, lighting, security measures, renewal of signs and lines and a considerable investment in the Parking Action Plan to improve the management and convenience of parking throughout the Borough. Members will also note that off-street car parking charges paid by users are subject to VAT. It is also true to say that many of the Council's car parks are potentially valuable land assets were they not to be given over for parking purposes, representing an 'opportunity cost' to the Council.

1.2.2 Over the period since the previous review report to this Board in November 2019, the Council has implemented a significant number of parking management initiatives. In the context of this review of fees and charges, it is worth setting these out so that Members as well as local residents and businesses can understand the totality of the parking service beyond the purely financial considerations, and obtain a better perspective on the positive impacts that the parking service has on local parking conditions:-

- Improvement works to the value of £135k have been carried out in a number of car parks including Sovereign Way Mid drainage improvements, Lamberts Yard full resurfacing and lining adjustments,

Angel West table top speed bump reconstruction, Baily Bridge West motorcycle parking provided and we have tested all our lighting columns both structurally and electrically.

- In addition to these works approximately £180k has been spent in Angel East car parks improving the car park layout with a new footway build out, reconstruction and resurfacing of large areas of the car park with replacement drainage channels added. As part of the contract agreement with Sainsburys, the value of these works are re-charged back to Sainsburys.
- The improvement work is underpinned by a continuing and consistent programme of maintenance work to keep the car parks safe, clean, well presented and convenient for our customers. This programme also includes work on-street to keep all the signs and lines in the Borough clear and legible to support the enforcement work of the Civil Enforcement Officers (CEO). Annual provision for this programme of maintenance work is £265,000, and it is notable that there is a nationwide increase in materials costs for civil engineering works, that affects the Council's maintenance work.
- Business Rates are around £269,000 each year and to round off this section on maintenance and safety, CCTV provision amounts to £179,000 each year to keep the car parks safe and secure.
- The enforcement service, includes 10 full time CEO's. Staff patrol at locations across the whole Borough, and the team are critical to promoting a well-ordered parking environment in the Borough that is responsive to local needs and pressures. It is also relevant to note that the expectations from the public in terms of levels of enforcement continue grow. In addition, an external contractor is employed to empty the ticket machines at an annual cost of £70,000.
- In addition, there is also a staff cost associated with implementing Local Parking Plans and the phased programme of more ad hoc parking interactions. Whilst this is integrated with other parking related work, the average annual cost is iro. £60,000

1.2.3 Taking all these elements together, they amount to a significant investment by the Borough Council in seeking to provide a comprehensive and integrated parking service on behalf of residents and businesses and provide an important context for the review of parking fees and charges that follows. Further investment may also be required in the future to meet initiatives brought forward in the context of the Council's Digital and Climate Change Strategies.

1.3 Comparative Charges

1.3.1 Comparison with the parking fees and charges of other Kent districts and private sector operators should not be the main driver of what might be appropriate in

this Borough, since local circumstances, such as the availability of short and long-stay parking, the convenience of the car park locations, and any “through the till” refunds offered by businesses in Tonbridge (Sainsburys, Waitrose, Iceland and TM Active) are critical in such considerations. Ticket refunds from the aforementioned businesses in Tonbridge amount to £438,000 per annum. Comparative charges do, however, act as a guide and can be viewed by the public as to what might be considered the ‘going rate’ for parking. In addition, it is important to note that this Council does not currently charge on Sundays or Bank Holidays, with the exception of the Country Park car parks. For these and other local reasons comparisons of charges outside the Borough and even within must be carefully qualified.

- 1.3.2 The scope of the review exercise covers consideration of all existing services and charges and includes an assessment of whether current circumstances justify them being maintained as they are or increased. In overview, a comparison of parking charges levied by neighbouring authorities would indicate the proposals are generally in line with others, and it is anticipated that most other Council’s will be bringing forward their own increases in advance of the next financial year.

1.4 Current Income Levels

- 1.4.1 Income from the Council’s car parks is monitored by the Council’s Management Team on a monthly basis. This enables any variances against profile to be identified and if necessary action to be taken. Current levels of income have been impacted by Covid and have been carefully considered in bringing forward the proposals in this report.

- 1.4.2 After the first 6 months of the current financial year, income is around £250,000 below profile. This is due to the imposition of third national lockdown since the budget was produced a year ago, and the subsequent delay in the lifting of restrictions. Car park usage has gradually increased since the lifting of restrictions in the summer and the Council’s financial plans assume that this gradual increase in usage as motorists return to the Council’s car parks will continue for another two years. However, usage isn’t expected to return to pre-Covid levels due to permanent changes in behaviour by car park users e.g. working from home and home delivery of groceries. The net loss of income due to this change in behaviour has been estimated to be £350,000 and has been built into the Council’s budgets.

- 1.4.3 Parking income for the two country parks is monitored separately. Income after the first 6 months is above profile, with a year-end forecast of £128,000 against an original estimate of £117,000 (even with the recent transfer of Leybourne Lakes to the new operator).

1.5 Off-Street Parking in Tonbridge – Daily Short and Long Stay Charges

- 1.5.1 Detailed in Table 1 below are the current and proposed charges for daily short and long stay car parking charges in Tonbridge. It is not proposed to increase the

current 30 minute or 1 hour prices, but to bring the 2, 3 and 4 hour prices in line to the same hourly rate.

- 1.5.2 In line with neighbouring authorities it is proposed to extend the Tonbridge car park charging period from 8am-6pm to 8am-8pm, Monday to Saturday. It is, however, not proposed to introduce charges on Sundays or Bank Holidays at the present time.
- 1.5.3 It is also proposed to introduce the facility to park in the short-stay car parks for longer than the currently permitted 4 hour maximum stay, but the rate for parking for each additional hour to be set at double the hourly parking rate, at £2.80. This is intended to act as a deterrent to long-stay parking in the short-stay car parks but may provide an option for those determined to park for longer and are prepared to pay a premium.

TABLE 1

Short Stay		
Period – Hours	Current Charge	Proposed Charge
30 minutes	£0.70	£0.70
1 hour	£1.40	£1.40
2 hours	£2.50	£2.80
3 hours	£3.40	£4.20
4 hours	£4.20	£5.60
Additional hours		£2.80 per hour
Long Stay		
1 hour	£1.40	£1.40
2 hours	£2.50	£2.60
3 hours	£3.40	£3.50
6 hours	£5.30	£5.40
All day (23 hours)	£6.70	£6.80

- 1.5.4 The proposed all-day tariff (£6.80) does not exceed the current all-day rate of £7.60 in the privately operated Tonbridge railway station car park. It operates for 23 hours to prevent the long-term storage of vehicles.
- 1.5.5 The usage pattern of the Upper Castle Field and Castle Grounds car parks have been reviewed, and it is proposed to change the designation of these car parks from long-stay to short-stay to help support businesses in the northern part of the High Street, as short-stay shopper parking is at a premium in this area.

1.6 Season Tickets, Tonbridge

- 1.6.1 The Council currently offers Season Tickets focussed primarily on commuters and workers in the town to park all-day in the Sovereign complex (Sovereign Way East, Sovereign Way North and Vale Road) and Lower Castle Fields car parks. Season tickets are available on a monthly and yearly basis. In addition, the Council has recently introduced a Town Centre Residents Season Ticket covering a designated area within the town centre.
- 1.6.2 The annual take-up of Season Tickets is currently 33 with 33 of the new Residents Season tickets sold to date. Uptake of the season tickets has dropped significantly due to the impact of Covid.
- 1.6.3 The proposed Season Ticket charges at Table 2 takes into consideration the charges applied at the Railway Station car park which has the advantage for commuters of being located immediately next to the Station. The current price of a Tonbridge Station season ticket is £1388.70.

TABLE 2

Season Tickets, Tonbridge		
	Current Charge	Proposed Charge
Monthly	£120	£120
Annual	£1020	£1050

- 1.6.4 The existing charge for the new Town Centre Residents season ticket is £350 and taking into account this has only recently been introduced no change in the charge is proposed at the present time.

1.7 Off-Peak Season Ticket, Tonbridge

- 1.7.1 The Council offers an “Off-Peak Season Ticket” in Tonbridge that allows anyone to park between 4pm and 9am the next day (and all-day Saturdays) for £290 per year in any of the Council’s car parks. central Tonbridge. There are currently 19 off peak annual season tickets. Members will note from Table 3 below that it is the intention to increase the charge by £30 to £320 per year. Excluding Sundays and Bank Holidays this equates to just £1.05 per day.

TABLE 3

Off Peak Season Ticket, Tonbridge		
	Current Annual Charge	Proposed Annual Charge
Off-peak season ticket (4pm-9am & Saturdays)	£290	£320

1.8 Off Street Parking in West Malling – Season Tickets and Short Stay Charges

- 1.8.1 The current Season Ticket for the Ryarsh Lane car park is set at £255 per year, which Members will note from Table 4 equates to approximately £1 a working day (based on 251 working days per year). The car park is primarily used by businesses and retailers in the week for their staff. The car park is also free of charge after 3pm on weekdays to enable parents to collect their children from the local primary school and is free of charge on Saturdays.
- 1.8.2 Privately managed, alternate long-stay parking is available at West Malling railway station. Although it is recognised that this is less convenient for the town, the comparative cost of the parking is shown below in Table 4.

TABLE 4

West Malling Long Stay Parking				
Parking provider	Daily Charge	Off peak Charge	Saturday Charge	Annual Charge
South-eastern (West Malling Station)	£5.30	£4.80	£2.80	£957.50 (£3.81 per day)
Kenden (West Malling Station)	£5.00	£5.00	£1.50	£375 (6 month) (£2.99 per day)
Ryarsh Lane car park	Not available	Not available	Free	£255 (£1.02p per day)

- 1.8.3 Despite an increase from £175 to £255 when the charge was last reviewed in 2019, demand for season tickets in Ryarsh Lane continues to significantly exceed supply and there still remains a tendency for season ticket holders to retain their tickets even when not always required. The car park has 114 spaces and the allocation of tickets is currently limited to 114. However, in practice there are frequently spaces available as not all the Season Ticket holders are present at the same time.

- 1.8.4 It is proposed to increase the number of Season Tickets issued in the car park, initially by 25%.
- 1.8.5 It has also been suggested that the Council should offer Season Tickets for shorter periods, and to this end we are proposing the introduction of a monthly Season Ticket at £26 per month.
- 1.8.6 It is also notable that the car park is well used for parking on Saturdays and it is proposed that charges (at a similar level to the West Malling High Street car park) are introduced. This would be managed by phone payment and season tickets for the car park would be extended to also cover Saturdays.
- 1.8.7 Detailed in Table 5 below are the current and proposed charges for daily short stay car parking charges in West Malling High Street car park.

TABLE 5

West Malling Short Stay		
Period	Current Charge	Proposed Charge
30 minutes	£0.40	£0.50
1 hour	£0.80	£1.10
2 hours	£1.60	£1.80
3 hours	£2.40	£2.60
4 hours	£3.20	£3.40

- 1.8.8 It is not possible to extend the charging period to 8pm at West Malling High Street car park due to legal restrictions.

1.9 Blue Bell Hill Car Park

- 1.9.1 Blue Bell Hill is a commuter car park in the north of the Borough that is easily accessible and has good onward coach links towards London via the M2. The car park is 'Park Mark' accredited and as such it offers high-quality parking opportunities with a good surface, lighting and CCTV.
- 1.9.2 Parking charges apply Monday to Saturday. The existing charges are relatively low and act as an incentive for commuters to use the car park rather than to park in nearby residential areas. However, since the establishment of the car park there has still been some on-street commuter parking in nearby residential areas, and to assist in addressing this the Council has introduced on-street parking controls to deter this.

- 1.9.3 There are no proposed changes to parking charges in the Blue Bell Hill Car Park at this time. The daily charge is £2.70, the monthly charge is £40 and the annual charge is £420.

1.10 Borough Green Western Road Car Park

- 1.10.1 The proposed charges for the Western Road car park are detailed below in Table 7 and represent a 10p increase on each tariff with the exception of the 30 minute charge. Charges in this car park are applied to discourage rail commuter parking in support of the local businesses and residents.

- 1.10.2 Season tickets are also available for the car park but these are restricted to local residents. There are currently just 9 annual season tickets issued.

TABLE 7

Borough Green Western Road Car Park		
	Current Charge	Proposed charge
Up to 30 minutes	£0.20	£0.20
30 minutes to 1 hour	£0.40	£0.50
1 to 2 hours	£0.60	£0.80
2 to 4 hours	£1.10	£1.50
4 to 6 hours	£1.60	£2.20
6 to 9 hours	£2.20	£3.10
All day	£5.30	£5.30 (no change)
Residents Season Ticket	£320	£350

1.11 Preferential Permit Parking Scheme

- 1.11.1 Residents permits across the Borough are shown below and are based on a rising scale of charges with those who park more cars on the road, paying more for their permits. The rising scale is designed to help manage road space demand where parking is at a premium. In essence, it seeks to discourage people from parking more cars in the road, unless absolutely necessary.

TABLE 8	Current Annual Charge	Proposed Annual Charge
1 st car	£45	£52
2 nd car	£45	£52

3 rd car	£90	£104
4 th car	£135	£156

1.11.2 Foreign registered vehicles are required to be exported or re-registered in the UK via DVLA after 6 months. With this in mind, we offer 6 month permits to non-UK registered vehicles belonging to residents, at the pro-rata rate for comparable resident parking permits. The change to resident permits will require a change from £22.50 to £26 for 6 months,

1.11.3 The Council offers Business and Carers Permits and Dispensations shown below in Table 9.

TABLE 9

Business/Carers Permits		
Permit type	Current charge per annum	Proposed charge per annum
Business permit (for businesses located within a permit scheme)	£175	£200
Carers permit	£25	£0
Dispensations		
Property Maintenance	£175	£200
Tonbridge High Street (Banking)	£175	£200
On-street dispensation (for building works etc.)	£10 per day £40 per week	£15 per day £60 per week

1.11.4 Members will note that it is the intention to increase the cost of the permits/dispensations with the exception of the Carers Permit. The Carers Permit was reduced in the last review to recognise the service Carers provide to vulnerable members of the community, and it is further proposed to remove the cost altogether.

1.12 Visitor Permits

1.12.1 The Council has a system of issuing Visitor Permits to holders of Residents Permits to enable their visitors to park within the restricted area. The Visitor Permits effectively operate as a one-day parking permit.

1.12.2 Visitor Permits currently cost £12 per sheet of 10 permits, and every permit holder is given a free sheet of 10 permits when they first take out their permit.

1.12.3 It is proposed that the charge for Visitor Permits remains unchanged.

1.13 Leybourne Lakes and Haysden Country Park

1.13.1 Members will be aware that charging is in place for car parking at both of the Council's Country Parks. The last increase was applied in April 2021 with charges rising to £1.40 for up to four hours and no change to the charge for over four hours (£4.00).

1.13.2 However, an unintended consequence of the Covid pandemic has been a significant increase in usage of the Council's outdoor leisure facilities, which have required more investment and maintenance to cope with the significantly increased demand.

1.13.3 To reflect this it is proposed that the current "up to 4 hour" rate of £1.40 be revised to £1.80. It is not proposed to alter the "over 4 hour" rate.

1.13.4 In addition to the increase in the "up to 4 hour" charge, an annual season ticket can also be purchased which provides parking at both Country Parks. The season ticket was introduced in 2008 at an annual charge of just £25 and currently £50. We are proposing that the charge be increased to £60 per annum to reflect the increased usage. There are currently 433 season tickets.

1.13.5 Members may be interested to note that the current charging structure in relation to Kent County Council's (KCC) Country Parks is:

- £1.40 to £2.30 (park dependent) flat rate Monday to Friday
- £2.30 to £3.30 (park dependent) flat rate weekend and Bank Holidays
- £55 season ticket (covers nine sites across Kent)

1.13.6 The existing charges, together with the proposed charges, are detailed below in Table 10. The proposals take into account the charges at the KCC Country Parks, the value of the season ticket for regular users (under £1 a week) and current demand.

TABLE 10

Haysden/Leybourne Lakes Country Parks		
Period	Current Tariff	Proposed Tariff
0-4 Hours	£1.40	£1.80
4+ Hours	£4.00	£4.00
Annual Season Ticket	£50.00	£60.00

1.13.7 The higher parking rates charges by KCC are for its largest sites, which are comparable in size to Haysden and Leybourne Lakes Country Parks. It can

therefore be seen that in comparison to the charges applied by KCC, this Council's proposed charges continue to offer excellent value for money.

1.13.8 With regard to Leybourne Lakes Country Park the management of the site has now transferred to the Tonbridge and Malling Leisure Trust. Whilst the review and setting of charges at this site is now the responsibility of the Trust, the Trust have been consulted on, and are in agreement with, the proposed charges above.

1.14 Tonbridge On-Street Pay and Display

1.14.1 The Council currently operates some limited on-street pay and display parking in Tonbridge, some operating for 2 hours, with some up to a maximum stay of 3 hours. The purpose of on-street pay and display is to provide short stay parking that is convenient to customers of local businesses, with a regular turn-over of spaces.

1.14.2 The proposed on-street pay and display parking charges are shown in Table 11 below, and are identical to the proposed short stay parking charges in Tonbridge reported earlier in these papers at sub-section 1.5.1.

TABLE 11

On-Street Pay & Display		
	Current Charge	Proposed charge
Up to 30 minutes	£0.70	£0.70
Up to 1 hour	£1.40	£1.40
Up to 2 hours	£2.50	£2.80
Up to 3 hours (where allowed)	£3.40	£4.20

1.14.3 As it is proposed to extend the Tonbridge car park charging period from 8am-6pm to 8am-8pm, Monday to Saturday it is also proposed to mirror this arrangement for the on-street pay and display as this reflects the usage of the car parks into the evenings. It is not proposed to introduce charges on Sundays or Bank Holidays at the present time.

1.15 Timescale

1.15.1 Any changes to the On and Off-street charges will be progressed and reported as required to the appropriate Board. This will result in any Member endorsed proposals being introduced later next year.

1.16 Legal Implications

- 1.16.1 The powers allowing the Borough Council to carry out parking management activity are contained in the Road Traffic Regulation Act 1984, supplemented by formal agreement with Kent County Council as the Local Highway Authority, in respect of its powers under the Traffic Management Act 2004. In particular, section 122 of the Road Traffic Regulation 1984 Act imposes a general duty on local authorities exercising functions under the Act to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of safe and adequate parking facilities on and off the highway.
- 1.16.2 Changes to parking charges should be made via an Amendment Order to the Council's on and off-street parking Traffic Regulation Orders, using the procedures set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 1.16.3 Part 2 of The Civil Enforcement of Parking Contraventions (England) General (Amendment) Regulations 2015 introduced a statutory requirement for a 10 minute "grace" period to time limited parking, whether on-street or off-street, including Pay and Display, regardless of the intended duration of stay, effectively adding the facility to park for an additional 10 minutes to all parking periods.

1.17 Financial and Value for Money Considerations

- 1.17.1 This review has examined parking fees and charges within the context of a set of guiding principles, the cost of parking service to the Council and ongoing investment in the parking management service. It is anticipated that the recommendations outlined in this report will generate estimated income of £218,000. This estimate is based on the assumption that current usage and refund levels remains constant, there is no significant change to Covid levels, that ticket sales remain uninfluenced by price increases and that there is a similar distribution of tickets in each pricing.

1.19 Asset Management

- 1.19.1 It is worthy of note that many of the Council's car parks represent a significant asset in terms of resale and for development. It is essential, given the context of the Medium Term Financial Strategy, that the Council seeks to ensure that the assets are managed in the most economically advantageous way and may in some cases include disposal of the asset.

1.20 Risk Assessment

- 1.20.1 The estimated additional income is modelled on predicted future parking patterns and demand matching what currently takes place. It does not reflect any potential adverse customer reaction or the possibility of increased take up

1.21 Equality Impact Assessment

1.21.1 The decisions recommended through this paper have a remote or low relevance to the substance of the Equality Act. There is no perceived impact on end users.

1.21.2 Blue Badge holders can park free of charge in the Council's car parks for up to 23 hours. For Blue Badge holders living in a parking permit area, a Resident Parking Permit is not required as long as the valid Blue Badge and clock is correctly displayed. The Blue Badge scheme has recently been extended by Central Government to include people with "hidden disabilities". This includes people with learning disabilities, autism and mental health conditions.

1.22 Policy Considerations

1.22.1 Asset Management

1.22.2 Community

1.22.3 Customer Contact

1.22.4 Climate Change

1.23 Recommendations

1.23.1 It is **RECOMMENDED TO CABINET** that it **APPROVE** the proposed fees and charges outlined in the report for implementation from 1st April 2022.

Background papers:

Nil

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