

CAR PARKING AND PERMIT TARIFFS; REVIEW AND WAY FORWARDS

Cabinet Member(s): Barry Warren, Cabinet Member for Finance
Responsible Officer: Luke Howard, Environment and Enforcement Manager

Reason for Report: This report provides the Cabinet with Economy PDG recommendations for pay and display charges as well as permit tariffs for consideration. Cabinet to approve or reject these recommendations with awareness of the assumed additional income included within the agreed 2023/24 budget and there is an implementation timetable of 21 calendar days from time of public advert.

Recommendation:

That Cabinet review and agree the Economy PDG recommendations (16 March 2023) regarding pay and display and permit tariffs (Appendix 1).

Financial Implications: The report highlights varying impacts on additional financial income determined by each option. Vend predictions are estimated and have the potential to have a higher or lesser effect.

Budget and Policy Framework: The Council has an annual legal requirement to set a balanced budget. The options provided assist in the Council being able to broadly achieve the assumed additional income included within the agreed 2023/24 budget.

Legal Implications: The Authority is required to comply with regulations set out in Section 35C Road Traffic Regulation Act 1984. These regulations include guidance from the secretary of state set out in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (Regulation 25). There are also legal obligations for the Authority to set a balanced budget.

Risk Assessment: The options provided make several financial assumptions based on previous data and specialist knowledge on likely impacts of each option.

Equality Impact Assessment: There are no equality issues identified in this report.

Relationship to Corporate Plan: Parking provides financial resources which are made available to deliver the Council's ongoing Corporate Plan priorities.

Impact on Climate Change: Decisions surrounding parking can be identified as having an impact on the Districts carbon footprint. Identifying car parks specifically used for long stay and short stay help members of the public decide which is more appropriate based on their activity. In turn, this will reduce CO2 emissions through prevention of reduced journey times and movement.

1.0 Introduction/Background

- 1.1 Following a decision at full Council on the 22 February, the advanced notice on car parking and permit fee rises that was due to come in on the 7 March 2023 was cancelled. Agreement was reached that options for future consideration,

including the original options recommended by the Economy PDG to Cabinet for decision, were to be put forward to the next meeting of the Economy PDG.

- 1.2 The Economy PDG meeting took place on Thursday March 16 and the attached paper (Appendix 2) was submitted for debate with two options for consideration. This included the original option recommended by the Economy PDG to Cabinet for decision and an additional option based on inflationary rises occurred since fees and charges were last raised in 2016 (permits) and 2019 (parking charges) respectively.
- 1.3 At the meeting a number of different amendments to the options were put forward for consideration by the committee. These were as follows;
- 1.4 **Car Parks to adopt Appendix 3, option 2 in relation to Parking Fees with the below amendments;**
 - 1.4.1 An increase on the 24 hour vend at the MSCP in Tiverton to £15.
 - 1.4.2 The removal of the free 15 minute vend at Phoenix House and the introduction of a 50p charge for a 30 minute vend at Phoenix House.
 - 1.4.3 The retention of the free 30 minute night time stay in all three towns.
 - 1.4.4 Overnight Parking, Sunday and Bank Holiday Parking should have a flat £2 rate for all sites.
- 1.5 **Permits to adopt Appendix 4, Option 1 in relation to Permit Fees with the below amendments;**
 - 1.5.1 An increase of the annual Allocated Space charge to £460.
 - 1.5.2 An increase of the annual day/night permit to £460.
- 1.6 These proposals were unanimously supported by the committee and are detailed in Appendix 1 for final decision by Cabinet.
- 1.7 The original report considered by the Economy PDG on the 16 March is detailed in Appendix 2 with the draft minutes of the meeting detailed in Appendix 3.

2.0 Considerations

- 2.1 There are a few potential anomalies which have been identified since the PDG which require consideration before implementation. These include:
 - 2.1.1 To address the resulting anomaly between Annual Day and Annual Day & Night permits, it is recommended to have one annual day/night flat permit rate which allows residents to park in any long stay car park owned by Mid Devon District Council. These include the multi-story car park in Tiverton, Station Road Cullompton, High Street (St Saviours Way) Crediton and Wellbrook Street Tiverton.

- 2.1.2 Half yearly and quarterly day and night permit costs need to be reflective of the overall annual cost of the permit. The attached spreadsheets reflect this change.
- 2.1.3 Consideration in the next consultation to implement a five hour parking tariff in Station Road Cullompton. This would require legislative consultation to be carried out in accordance with the Road Traffic Regulation Act 1984.

Contact for more Information:

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Circulation of the Report:

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List of Background Papers:

Appendix 1; Amended Proposals from the Economy PDG Meeting for consideration and decision.

Appendix 2; Parking Options Paper presented to Economy PDG on the 16 March 2023. [\(Public Pack\)Agenda Document for Economy Policy Development Group, 16/03/2023 17:30 \(middevon.gov.uk\)](#)

Appendix 3: Draft Minutes outlining key questions, points from the discussion and the proposed amendments submitted to Cabinet for consideration. [Minutes Template \(middevon.gov.uk\)](#)