
Report for: Cabinet

Date of Meeting:	2 December 2025
Subject:	Car Parking and Permit Proposals 26/27
Cabinet Member:	Councillor John Downes, Cabinet Member for Governance, Finance and Risk
Responsible Officer:	Matthew Page, Head of People, Performance and Waste. Luke Howard, Environment and Enforcement Manager
Exempt:	
Wards Affected:	All
Enclosures:	Appendix 1- 2025/26 Pay and Display tariff bands by car park Appendix 2- 2025/26 Permit Proposals

Section 1 – Summary and Recommendation(s)

This report proposes recommendations to Cabinet that have been considered by the Economy and Assets PDG after being initially proposed by the Car Parking Consultative Group regarding future changes to both pay and display as well as permit parking within Mid Devon District Council (the Council) car parks for the financial year 2026/27 (and so to potentially be implemented from the 1 April 2026).. The below proposed recommendations are for formal ratification by Cabinet.

Recommendation(s):

- 1. That Cabinet review the proposals initially made by the Car Parking Consultative Group regarding parking permits and, following recent consideration by the Economy and Assets PDG, and agrees the following:**
 - The reintroduction of a day permit option for car park users. This to be available to use for all residents across the District.**
 - To receive a further report from the Car Parking Consultative Group, to be first considered by the Economy and Assets PDG,**

regarding new ideas and proposals in relation to new potential parking permits that could be used in car parks across the District.

- This to include the development of proposals around a new business permit for the Multi Storey Car Park (MSCP), Tiverton and to offer a potential reduction in the cost of permits located on level 1 of the MSCP, as highlighted in this report.**
 - Future consideration be given by the Car Parking Consultative Group to extend free parking for market traders to other market towns.**
- 2. A 5% rise for Car Parking charges to be introduced as part of the budget setting process for 2026/2027. This has been proposed by the Car Parking Consultative Group and then carefully considered by the Economy and Assets PDG.**
 - 3. The granting of additional free parking days for Crediton and Cullompton Town Councils to designate as they see fit to support their town centre activity.**

Section 2 – Report

1.0 Introduction

- 1.1** The parking service has been consulting with local community groups since March 2023 to help shape future Council decisions regarding parking in the District. This group was formed to help facilitate direct feedback and consultation with local businesses and representatives.
- 1.2** The consultative group meet regularly with the aim of helping guide decision making that directly and positively impacts individual communities. It is recognised that parking can be an emotive topic for communities and it is felt this group helps bridge the gap between the Council and community needs.
- 1.3** The group have directly influenced decisions such as the introduction of a new three hour parking tariff at Market Place, Tiverton as well as free Christmas Saturday parking dates to support local businesses and town centres.
- 1.4** This report follows extensive discussions with the consultative group around the recommendations made. The proposals from the consultative group have then been carefully considered by the Economy and Assets PDG before being sent onto Cabinet for formal ratification.

2.0 Pay and Display

- 2.1 While the S151 Officer has delegated authority to raise tariffs in line with inflation, pay and display tariffs have not been increased since June 2024. This is mainly due to the inflation rate not making it practical to propose any reasonable increase. There is now a need to address this issue prior to the 2026-27 financial year.
- 2.2 The increased operational costs of service provision will also need to be taken into account during budget-setting for the 2026/27 budget. This projection includes higher transport and servicing costs because of moving to more modern, low or zero emission vehicles alongside the additional costs arising from government decisions on employee costs such as National Insurance. Due to increasing operational costs to deliver the service, increasing tariffs by 5% would negate the additional expense being incurred by the Council.
- 2.3 The consultative group concluded, after looking at a range of different options to support this cost increase, that a proposal for a 5% increase on all pay and display tariff bands to come in on or before the start of the 2026/27 financial year would best meet the objectives of balancing cost mitigation with fairness of increase (rather than targeting one specific set of charges for above-inflation increases). This view was supported by the Economic and Assets PDG who have already made the recommendation for this to be considered by Cabinet for ratification in advance of the 2026/27 financial year.
- 2.4 To support the 5% increase of pay and display tariffs bands, a range of permit options are also being proposed as a measure to support long term parking sustainability and affordability for the public.
- 2.5 Appendix 1 provides comparative detail for current tariff costs and the new proposals for consideration. Please note that proposed new tariffs are rounded up or down to the nearest 10p (1 to 5p rounded down, 6p and above rounded up).

3.0 Permits

- 3.1 The Car Parking Consultative Group have discussed how residents and local businesses (and employees) are offered greater choice in terms of permit options which encourage both greater take up but also ensure our full allocation of car parking spaces can be best used to fully serve the needs of the District.
- 3.2 The service has received a variety of feedback regarding the reintroduction of sole day parking permits. It is recognised that for many customers the existing day-night permit is not something they require, this mainly being due to an overriding preference and need for daytime parking to accommodate work or business reasons. This does not always require the additional overnight element and so the car parking consultative group would like the option to be

made available to the public to be able to access a sole focused day permit as well as the existing day-night permit.

- 3.3 With this in mind, fresh proposals are being made to reintroduce the day permit as a permanent permit option. This permit will allow users to specify which long stay car park they wish to utilise and the permit will be valid between 8am and 6pm Monday to Friday.
- 3.4 The financial impact and implications of a sole day permit being offered in addition to the existing day-night permit is difficult to predict but an uptake in the sale of the new day permit will be required (we estimate around forty permits) to offset a likely reduction in the uptake of the existing day-night permit. However, the Car Parking Consultative Group firmly believe that offering this choice is vital to support residents and local businesses.
- 3.5 The creation of a sole day permit will allow the Council to compliment its existing offer a sole night permit between the hours of 6.00pm and 8.00am in addition to the existing day night permit. These proposals are detailed in Appendix 2.
- 3.6 Following discussions with the car parking consultative group, new proposals are also being developed for an additional permit to be made available for businesses within the MSCP. This permit will be offered at a competitive rate and will solely apply to businesses and their staff working within Tiverton. It provides the ideal option to utilise this permit with the MSCP located centrally in the town. This arrangement is offered by other local authorities including Exeter (£2,500 per annum) and East Devon (£500 per annum).
- 3.7 The MSCP business permit would be applicable for use in the MSCP strictly between 6.00am and 6.00pm Monday to Friday on levels 4 to 11. It is also being considered to propose an extra allocated permit on level 1 of the MSCP at a reduced cost to attract users to take up these spaces.
- 3.8 The Economy and Assets PDG, on reviewing these proposals, also asked that consideration be given by the Car Parking Consultative Group to extend free parking for market traders across other market towns.
- 3.9 Work is continuing on the above proposals with the active input and direction of the Car Parking Consultative Group. These will be brought back to the next Economic and Assets PDG for consideration scheduled to take place in March 2025.

4.0 Town and Parish Requests

- 4.1 Crediton and Cullompton representatives on the Car Parking Consultative Group have requested additional free parking days to be granted on days that may align with their respective food festivals.

- 4.2 Cullompton Town Council have requested two free parking days per annum to coincide with their food festivals held in April and October. This would see free car parking offered at Station Road Car Park on Forge Way.
- 4.3 Crediton Town Council have requested one free parking day per annum to coincide with their annual food festival event. This would see one day of free car parking offered in Market Street between June to August each year.
- 4.4 These requests are likely to have a financial impact in the region of circa £750 loss per annum (estimated loss of £250 per free parking day from vend analysis conducted). However the Car Parking Consultative Group believe these additional free parking days would bring real value and benefit to the communities of Cullompton and Crediton.
- 4.5 The Council's parking services already provides several free parking opportunities throughout the year to support local residents, businesses, and visitors. These include five free Saturdays in the lead-up to Christmas, making it easier for shoppers to access town centres during the busy festive season. This year both the 22 and 29 November as well as the 6, 13 and 20 December 2025 have already been agreed as free car parking days across the District.
- 4.6 In addition, market traders also benefit from dedicated free parking arrangements, encouraging vibrant, accessible markets across the District. These initiatives are part of the Council's ongoing commitment to supporting the community and enhancing town centre vitality.

Financial Implications

The report proposes measures to generate additional income to support the delivery of parking services for the Council.

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).

Risk Assessment

N/A

Impact on Climate Change

Proposals within this report are not expected to have any impact on climate either positively or negatively

Equalities Impact Assessment

No equality issues identified within the report.

Relationship to Corporate Plan

This report aligns with the Corporate Plan to deliver sustainable parking options within communities. Therefore, supporting economy and growth within the District.

Section 3 – Statutory Officer sign-off/mandatory checks

Statutory Officer: Andrew Jarrett

Agreed by or on behalf of the Section 151 Officer

Date: 12.11.25

Statutory Officer: Maria de Leburne

Agreed on behalf of the Monitoring Officer

Date: 12.11.25

Chief Officer: Stephen Walford

Agreed by or on behalf of the Chief Executive/Corporate Director

Date: 12.11.25

Performance and risk: Steve Carr

Agreed on behalf of the Corporate Performance & Improvement Manager

Date: 11 November 2025

Cabinet member notified: Yes

Report: Exclusion of the press and public from this item of business on the published agenda on the grounds that it involves the likely disclosure of exempt information. No

Appendix: Exclusion of the press and public from this item of business on the published agenda on the grounds that it involves the likely disclosure of exempt information. No

Section 4 - Contact Details and Background Papers

Contact: Luke Howard- Environment and Enforcement Manager

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Background papers: N/A