

Report to: **Executive**

Date: **19 March 2020**

Title: **Parking permit review**

Portfolio Area: **Environment - Cllr Keith Baldry**

Wards Affected: **All**

Urgent Decision: **N** Approval and clearance obtained: **Y**

Date next steps can be taken: After the call in period for Executive

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## **RECOMMENDATION**

**That the Executive RECOMMEND to Full Council that the permit charges and permits be amended in accordance with Appendix A.**

### **1. Executive summary**

- 1.1 The report recommends that the cost of current parking permits are increased in order to manage parking more effectively, and increase the availability of Pay & Display parking.
- 1.2 At its meeting on 31 October 2019, Members resolved that new parking permit sales should be suspended, pending a review of the overall service. Customers who already have permits are able to renew them.
- 1.3 The three outcomes from this report are:
  1. To have a fair, transparent and consistent approach to permit pricing
  2. To reduce permit numbers in Dartmouth and Salcombe going forward
  3. To link the pay & display parking prices to the permit prices

## 2. Background

- 2.1 Following the previous resolution, officers have worked with the Portfolio Holder to consider how best to reduce the number of permits sold so that Pay & Display parking is freed up for both residents and visitors.
- 2.2 The permits were last reviewed in July 2017 when the virtual permit system was introduced. Permit prices have not increased since the 2017 review.
- 2.3 It is recognised that the current cost of permits no longer bears any relation to the cost of Pay and Display parking, and that permits are very much under-priced. This has resulted in an 'over-sale' of permits, which limits the availability of Pay & Display parking.
- 2.4 The primary objective is to increase the turnover of vehicles within the Council owned off street car parks and to ensure that going forward the permit prices are linked to all day parking charges.

## 3. Outcomes/outputs

- 3.1 To manage the sale of the permits it is proposed to review the permits as set out in appendix A which is summarised as follows:

### 3.2 Appendix A

- Permit prices are set based on the all day charge for 5 days a week, 48 weeks of the year at 20% of the current 2019/20 all day rate. The prices will then be increased year on year up until 2022/23 by 20% based on the previous years permit price (should be noted Ivybridge currently has all day price of £2.10 which is the exception so, to ensure the permit is consistent with other towns pricing, the day rate of £4 has been applied). Permits would be issued in one vehicle registration only.

*Example: Totnes Town Centre All day price is £6 per day*

*20% of (£6 per day x 5 days a week x 48 weeks per year)  
= £288 per annum for 2020/21*

*20% uplift of £288 = £345.60 per annum for 2021/22*

*20% uplift of £345.60 = £414.72 per annum for 2022/23*

- Residents permit (valid from 3pm until 10am daily) increase by 20% based on the current £40 per annum and increase a further 20% year on year up until 2022/23

based on the previous year's permit price. These permits provide an affordable solution to local residents who require parking outside of the peak parking times.

- Business permits be amended to town centre business permits valid in nominated long stay car parks within the specific town. There will also be an option to purchase a roaming business permit which will be valid in the majority of the long stay car parks. The roaming permit will be at a higher cost to reflect the greater flexibility in use across the whole of the South Hams rather than a specific town. Business permits will be increased each year by 20% of the previous year's price up until 2022/23. This will allow us to manage the permits more efficiently to see the usage of these permits per town.
- Leisure and Bowling permits be phased out.
- Reserved permits which are currently issued in a name and valid in a dedicated parking bay for sole use will increase by 20% and a further 20% year on year up until 2022/23 based on the previous year's permit price.
- Permits issued in Salcombe and Dartmouth remain on hold with no new permit sales with renewals only. This is in response to an over supply of permits in these locations and a rebalance of pay & display parking to permits is required to ensure there is a balance between residents and visitors. This will ensure the local economy and trade within these towns is supported by ensuring there is a regular turnover of vehicles within the car parks. This decision will be reviewed in May 2023 and not before.

3.3 The proposal to increase the cost of permits will contribute towards the Council's climate change ambitions, by not making the use of cars so cheap and easy. It is anticipated that increasing the cost of permits will encourage customers to consider alternative ways to travel to work or car share.

3.4 Consultation has been undertaken with towns and parishes but a further 21-day public consultation will be undertaken following the Council meeting.

#### **4. Options available and consideration of risk**

4.1 The proposal to increase the cost of permits is likely to cause concern for members of the public. However, it should be recognised that this step is being proposed in order to protect the availability of parking for all customers, and that this step will contribute to the long term improvement of the parking service as well as contribute to a reduced carbon footprint.

4.2 The proposal will be the subject of a 21-day public consultation exercise and, if necessary, concerns will be reported back to the Executive before the Parking Order is amended.

## 5. Proposed Way Forward

- 5.1 The proposed way forward is to increase the cost of parking permits, bringing them more in line with all-day parking fees in each area.
- 5.2 Permit prices going forward will be set in line with the all day pay & display fee in each location and the revised charges will be calculated using the formula of the percentage price increase agreed for the daily all day parking fee, 5 days a week, 48 weeks each year. This will enable future parking permits charges to track the pay & display charges, making the process more equitable.
- 5.3 This proposal fits with the following priorities:  
Council  
Communities  
Environment

## 6. Implications

Implications	Relevant to proposals Y/N	Details and proposed measures to address
Legal/Governance	Y	<p>This Council has power to provide off-street parking under the Road Traffic Regulation Act 1984 (as amended).</p> <p>The Council has the power to deal with the provision, management and control of car parks.</p> <p>The Council has the powers to provide this service under the General Powers of Competence in the Localism Act 2011.</p>
Financial implications to include reference to value for money	Y	<p>It should be noted that the budget for 2020/21 has not been amended for any additional income achieved through this review.</p> <p>Appendix B sets out the projected income from the sale of permits from each option compared against the budgeted income level for 2020/21 – see Appendix B. It has been assumed (modelled) in each option that there maybe a 15% drop in the take up of the permits, due to the increased prices.</p>
B		<p>There is likely to be a negative reaction from customers to this proposal, but they will be able to make their views known during the 21-day public consultation. However, there will be a need to bear</p>

		<p>in mind that the overall aim is to reduce permit parking across the district.</p> <p>Officers cannot predict customer behaviour in relation to the permit review so will monitor the income and permit applications regularly. It has been assumed (modelled) in each option that there maybe a 15% drop in the take up of the permits, due to the increased prices.</p> <p>Officers will ensure that communication is effective, including social media and press releases.</p>
Supporting Corporate Strategy		Council Communities Environment
Climate Change - Carbon / Biodiversity Impact	Y	<p>There are no negative impacts.</p> <p>There may be small positive impacts with customers considering alternative means of transport or care sharing.</p>
Comprehensive Impact Assessment Implications		
Equality and Diversity		No implications.
Safeguarding		No implications.
Community Safety, Crime and Disorder		No implications.
Health, Safety and Wellbeing		No implications.
Other implications		None at this stage.

### **Supporting Information**

**Appendices: Appendix A: Permit Prices**

**Appendix B : Financial Information**

**Background Papers: None**