

` Report to: **Executive**

Date: **3 December 2020**

Title: **Parking Permit Review**

Portfolio Area: **Environment Services (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 be RECOMMENDED to approve the revision of the permit review and charges in accordance with Appendix A and the Off Street Parking Order is amended and introduced in March 2021.**

**1. Executive summary**

- 1.1 A consultation was undertaken regarding the review of parking permits and their pricing. The representations received in response to the statutory consultation on parking permits area are summarised in Appendix B to this report.
- 1.2 The main objectives of the consultation were:
  - I. To establish a fair, transparent and consistent approach to permit pricing
  - II. To link the pay & display parking prices to the permit prices
- 1.3 Only 9% of permit holders (excluding leisure & bowling permits of which 1% responded) responded to the consultation. Of these responses, the majority did not support the proposals. It should be noted however, that 91% of permit holders did not respond.

- 1.4 Due to the high percentage of objections received in relation to the Bigbury and Slapton & Torcross permits a review of the price has now been revised to reflect the unique circumstances of these car parks as per Appendix A.
- 1.5 It is therefore recommended that the Executive authorise officers to proceed to amend and seal the Off Street Parking Place Order. The Notice of Making will be advertised informing of the decision in the local press, car parks and website in relation to the charges displayed in Appendix A.
- 1.6 This outcome will lead to a clear and transparent pricing mechanism, linking P&D tariffs now and into the future to permit prices and ensure that all areas of the District are impacted fairly and consistently.

## **2. Background**

- 2.1 The parking permit review was initially commissioned to address concerns in relation to a lack of turnover of vehicles within a number of Council owned off street car parks.
- 2.2 The review concluded as follows:
  - I. Salcombe and Dartmouth car parks suffered from a lack of turnover of spaces within car parks due to the number of permits held
  - II. There was no clear methodology for the pricing structure of parking permits
  - III. The pricing of permits was not consistent with pay & display charges within a locations car parks.
- 2.3 Following the review, key recommendations were made:
  - I. Reduce permit numbers in Salcombe and Dartmouth going forward (no new permits, only renew existing)
  - II. Introduce a formula to calculate the permit price based on a link to the all day parking price within the specific town (5 days a week, 48 weeks of the year at 20% of the current all day tariff within the town)
  - III. Year two prices will be increased by 20% based on the previous years permit price and year three prices remain under review.

Other recommendations were as follows:

- I. Residents permits (valid from 3pm-10am daily) increased by 20% based on the current £40 per annum with a further 20% increase in year two. These permits provide an affordable solution to local residents who require parking outside of the peak parking times.
- II. Business permits amended to town centre business permits valid in nominated long stay car parks within specific town.

A roaming permit will also be available for greater flexibility of use but at a higher price.

III. Leisure and bowling permits eliminated.

IV. Reserved permits will increase by 20% and a further 20% the following year based on the previous years price.

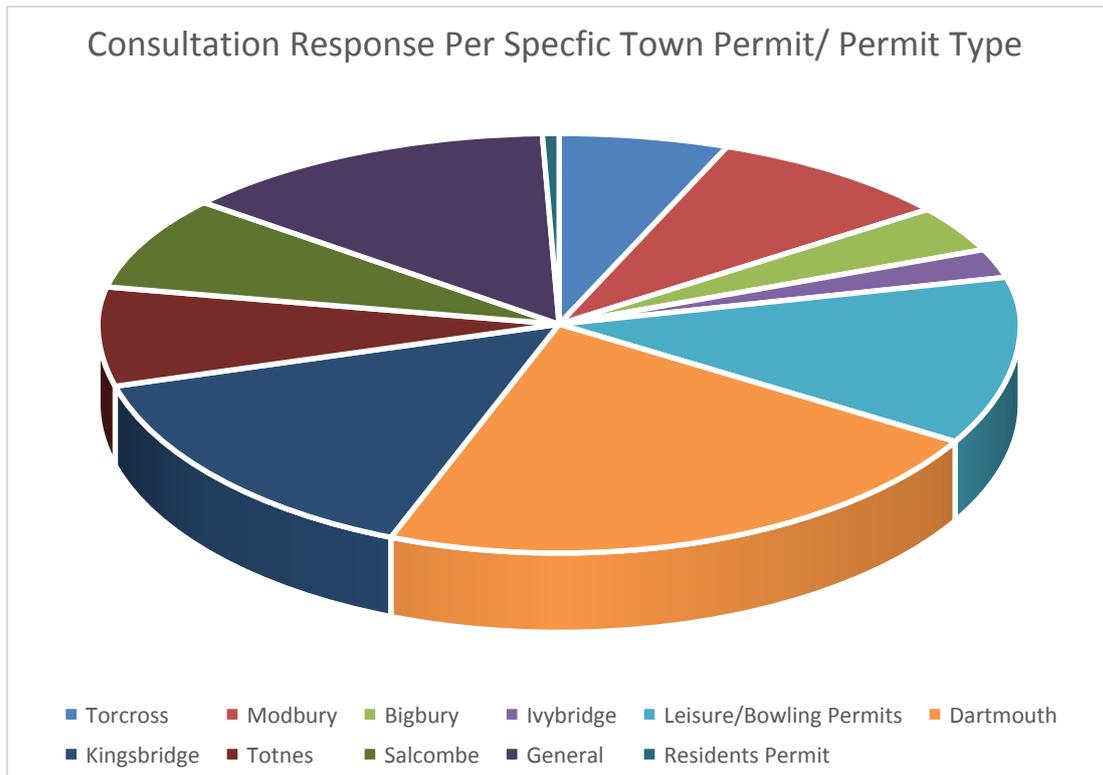
- 2.4 At the meeting on 30 April 2020, the Council resolved to carry out a 21 day public consultation (which would not commence before the Council had restored its parking charges in its car parks due to Covid).
- 2.5 The Council has a legal obligation to undertake a statutory consultation and advertise the appropriate amendments to the Off Street Parking Order before implementing any changes to parking arrangements, including fees and charges. The consultation was based on the reviewed parking charges and regime as outlined in Appendix A.
- 2.6 The 21 day permit consultation commenced on the 21<sup>st</sup> August 2020 with the closing date for receipt of responses being Friday 11 September 2020.
- 2.7 Residents were informed of the consultation by the following methods:
- Notices advertised in the local press
  - Notices displayed in all our South Hams District Council car parks
  - Council website
  - Social media platforms

### **3. Outcomes/outputs**

- 3.1 The Council received 137 responses to the consultation. Of the 137 responses received 130 objected and 7 supported the proposals.
- 3.2 All objections were split as follows:
- a. Towns the objections related to
  - b. Where an objection was received for two issues eg a town specific objection and a leisure permit objection these were considered as two individual objections
- 3.3 This is how the overall number of responses was recorded as 143. This equated to 95% objecting to the proposals and 5% supporting the proposals

3.4 The objections and representations received have been split by town/permit as follows:

Town	Consultation Response	%
Slapton/Torcross	10	7%
Modbury	13	9%
Bigbury	5	3%
Ivybridge	3	2%
Leisure/Bowling Permits	17	12%
Dartmouth	32	22%
Kingsbridge	21	15%
Totnes	10	7%
Salcombe	10	7%
General	21	15%
Residents Permit	1	1%
<b>TOTAL</b>	<b>143</b>	<b>100%</b>



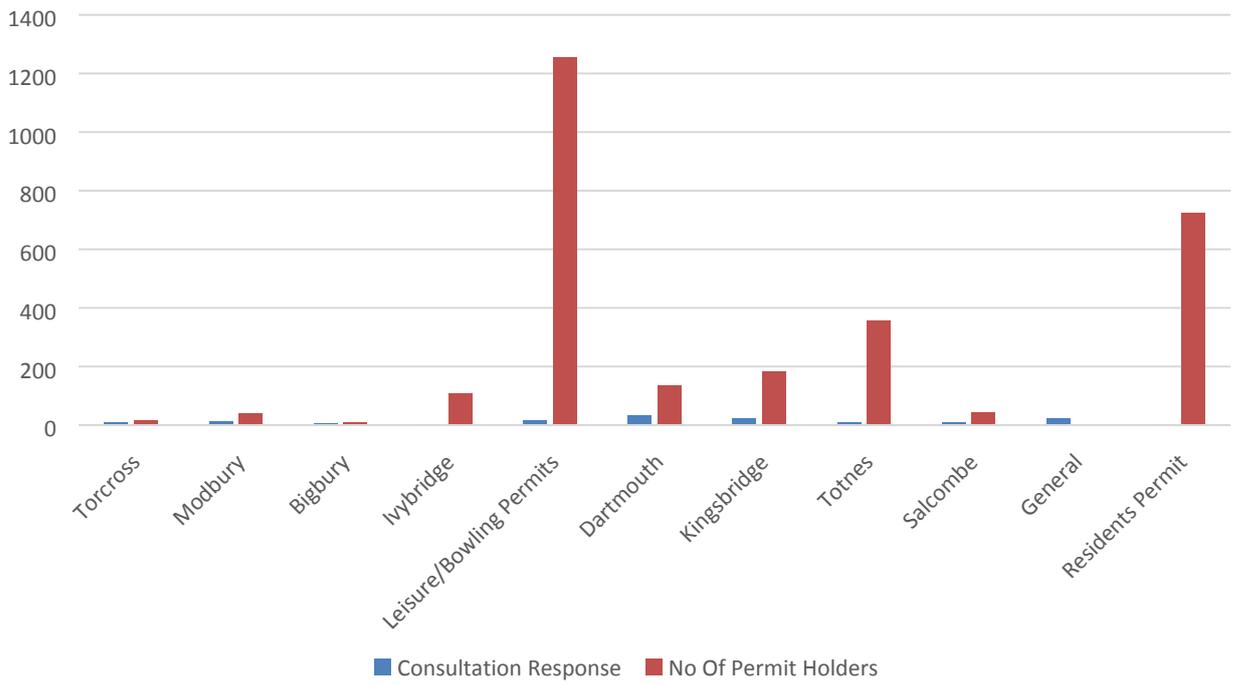
- 3.5 In summary the main objection responses can be grouped as follows:
- Residents should take priority as they contribute to the economy in a sustained way throughout the year
  - Problem is not to do with the permits but there just isn't enough spaces
  - Increase is extortionate
  - Will make on street parking issues more of a problem
  - Permits are not a luxury but essential to those who do not have off street parking
- The proposals were unacceptable and unaffordable

- 3.6 In summary the supporting responses were as follows:
- Agreement to link the permit prices to charges
  - Ivybridge permits are too cheap and price should be deter car use and not encourage
  - There is no expectation that there should be much of a discount verses the daily fees

3.7 When reviewing the response to the consultation we compared the number of responses received against the number of permits issued and the results were as follows:

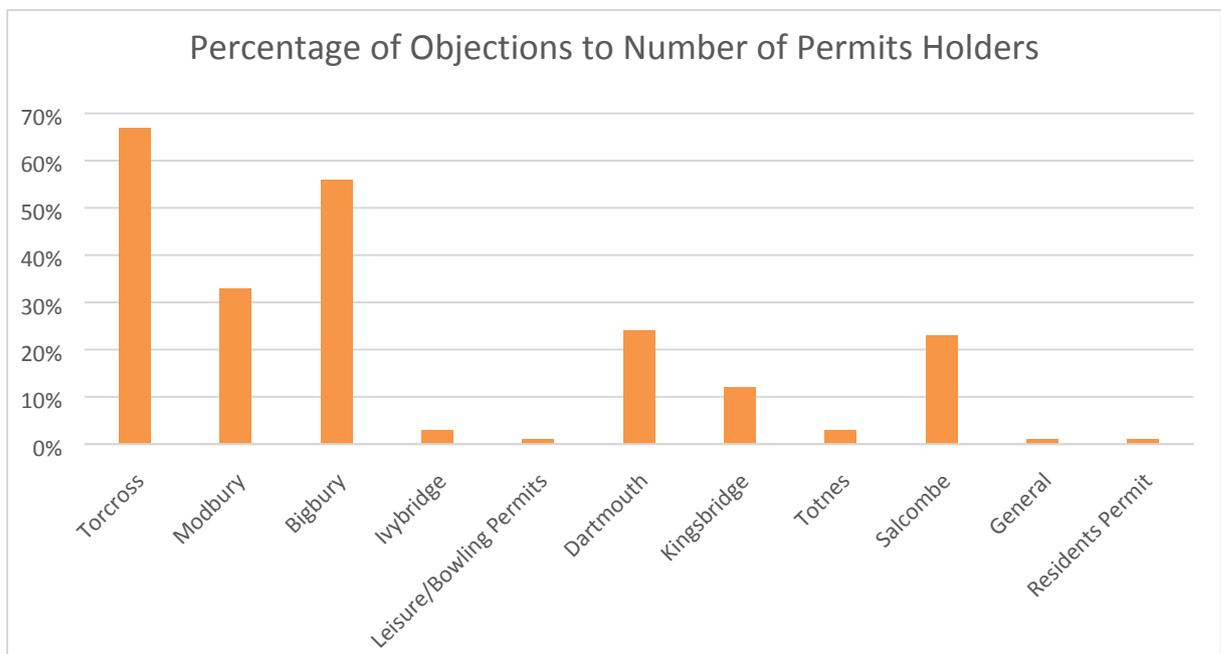
	<b>Consultation Response</b>	<b>No Of Permit Holders</b>
<b>Slapton/Torcross</b>	<b>10</b>	<b>15</b>
<b>Modbury</b>	<b>13</b>	<b>39</b>
<b>Bigbury</b>	<b>5</b>	<b>9</b>
<b>Ivybridge</b>	<b>3</b>	<b>108</b>
<b>Leisure/Bowling Permits</b>	<b>17</b>	<b>1255</b>
<b>Dartmouth</b>	<b>32</b>	<b>136</b>
<b>Kingsbridge</b>	<b>21</b>	<b>181</b>
<b>Totnes</b>	<b>10</b>	<b>355</b>
<b>Salcombe</b>	<b>10</b>	<b>43</b>
<b>General</b>	<b>21</b>	
<b>Residents Permit</b>	<b>1</b>	<b>722</b>
<b>Total</b>	<b>143</b>	<b>2863</b>

### Ratio of consultation responses compared to permit holders



3.8 The percentage of objections to the number of permit holders was also considered as per the table and graph below.

	Percentage of Objections to Number of Permits Holders
Slapton/Torcross	67%
Modbury	33%
Bigbury	56%
Ivybridge	3%
Leisure/Bowling Permits	1%
Dartmouth	24%
Kingsbridge	12%
Totnes	3%
Salcombe	23%
General	1%
Residents Permit	1%



3.9 Following the high percentage of objections in relation to the number of permit holders at Bigbury (56%) and Slapton & Torcross (67%) it was acknowledged by Officers that these areas were located in coastal premium locations where the P&D tariff is high particularly in the high season.

- 3.10 Officers have therefore proposed a revision price of the permits in these two specific areas. The permit price will follow the same formula but will be based on the low season P&D tariff rather than the high season P&D tariff. It is recognised that Bigbury doesn't have a low season P&D tariff but will be based on the same tariff as Slapton.

**Slapton/Torcross/Bigbury Permit**

20% of (£5.50 per day x 5 days a week x 48 weeks per year) = £264 per annum for 2020/21

20% x £264 = £316.80 per annum for 2021/22

Previous review price: Slapton - £384 in year one and £460.80 in year two and Bigbury was £576 in year one and £691.20 in year two.

- 3.11 Permit prices will be amended as per year one and year two with year three price increase placed on hold and under review.
- 3.12 These proposal will contribute towards the Council's climate change ambitions, of offering a balanced approach to using the car, whilst encouraging other forms of transport. It is anticipated that increasing the cost of permits may result in some customers considering alternative ways to travel to work or car share.

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

- 4.1 The 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 ensure there is a fair and transparent pricing structure, 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 Going forward there will be a clear, fair, transparent and consistent approach to permit pricing.

**5. Proposed Way Forward**

- 5.1 Having considered the consultation responses we acknowledge that the majority of the responses received objected to the proposals however, overall this only represented 9% of our permit holders. It is proposed that all the permits be amended and the permit charges increased as per Appendix A. This will increase the cost of the permit and bring them in line with the all day parking fees in each area.
- 5.2 The formula for pricing permits in the future will be based on the percentage price increase agreed for the daily all day parking fee, 5 days a week, 48 weeks each year at 20% of the all day rate.

This means parking permit charges will track the pay & display charges, making the process more equitable.

5.3 At Bigbury and Slapton/Torcross the formula for pricing permits in the future will be based on the percentage price increase agreed for the daily all day parking fee of the low season all day tariff at Slapton, 5 days a week, 48 weeks each year at 20% of the all day rate.

5.4 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>
risks		<p>There is likely to be a negative reaction from customers to these amendments. However, there will be a need to bear in mind that the overall aim is to have a clear and transparent pricing mechanism, linking P&amp;D tariffs to permit prices and ensure that all areas of the District are impacted fairly and consistently.</p> <p>Officers cannot predict customer behaviour in relation to the permit review so will monitor the income and permit applications regularly.</p>

Supporting Corporate Strategy		Council Communities Environment
Climate Change - Carbon / Biodiversity Impact	Y	There are no negative impacts.  There may be small positive impacts with customers considering alternative means of transport or car sharing.
<b>Comprehensive Impact Assessment Implications</b>		
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 Charges

Appendix B : Summary Consultation Responses

**Background Papers:** None