

**Title of meeting:** Cabinet Member for Traffic & Transportation Decision Meeting

**Date of meeting:** 29<sup>th</sup> September 2016

**Subject:** Charges for third Permits in residents parking zones

**Report by:** Alan Cufley, Director of Transport, Environment and Business Support

**Wards affected:** All

**Key decision:** No

**Full Council decision:** No

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**1. Purpose of report**

1.1 The purpose of this report is to seek approval to increase the charges for the third permits (Resident and Business permits) within residents' parking zones.

**2. Recommendations**

**2.1 It is recommended that the Cabinet Member for Traffic and Transportation:**

approves an increase in the charges for the third Resident and Business permits per household/business, from £120 to £510 and £360 to £510 respectively from the 1<sup>st</sup> January 2017.

**3. Background**

3.1 Parking zones have been the most successful in areas where external factors influence the available parking - such as tourists/visitors, commuters, shoppers, local employees, close proximity to a ferry port, transport hub or hospital. However, many zones continue to experience higher levels of residential and business parking, affecting their overall performance.

3.2 Residents are automatically entitled to up to two permits per address. A third permit is issued if the data shows that the parking zone has the capacity to accommodate additional permits, and therefore the ability of those with first and second permits to find a parking place is unlikely to be significantly affected.

3.3 Business permits are not limited in numbers per business, and rely on the cost to encourage consideration of alternative methods of travel (particularly by employees).

3.4 Currently 139 third permits are sold to residents and 85 to businesses across the 32 residents' parking zones.

3.5 With increasing pressure on residents' parking zones this number is not sustainable in the longer term as it reduces the overall capacity within the zones.

#### **4. Reasons for recommendations**

4.1 The council is committed to improving the operation of its parking zones and influencing attitudes towards vehicle use in order to promote sustainable transport.

4.2 The increased charge for a third Resident permit aims to influence behaviour, to encourage residents to fully consider if an additional vehicle is necessary, and to reduce the number of households with multiple vehicles in the long term.

4.3 Consideration has been given to the risk of the increased charges displacing vehicles into the unrestricted streets adjoining RPZs. However, given the low numbers of third permits issued each year, the impact is expected to be minimal.

4.4 The increased charge for the third Business permit aims to encourage businesses to consider the impact of allowing multiple vehicles to use the limited public space available. In addition, employees are more likely to consider alternative methods of commuting such as public transport, cycling, car-sharing or walking if the cost of parking increases.

4.5 Efforts to deter vehicle use within residents' parking zones aim to meet the expectations of the majority of residents, in that parking availability will improve with a zone in place and that the Council promotes 'reasonable' use of the public roads.

#### **5. Equality impact assessment (EIA)**

5.1 A Preliminary Equality Impact Assessment has been completed for this scheme. From this it has been determined that a full equality impact assessment is not required as the recommendations do not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. These include Age, Disability, Race, Transgender, Gender, Sexual orientation, Religion or belief, relationships between groups, and other socially excluded groups.

#### **6. Legal Implications**

6.1 Under section 46 of the Road Traffic Regulation Act 1984 the local highway authority may by order impose charges for on-street parking at all times or for specified times only at such parking places as are designated by such order. The times and amounts of any charges imposed by such designation orders may be subsequently varied under the provisions of section 46A of the Act

- 6.2 Notice has to be given in accordance with the provisions of the Local Authorities Traffic Orders Regulation 2006 of any variation of the charges or to the times that such charges shall apply and undergoing public consultation on the proposed charges. The notice must give a date not less than 3 weeks from the date of the notice for members of the public to register their support of or objections to the proposal or make any other comment. In the event of objection being received the matter shall be referred to the appropriate executive member who shall decide whether, in the light of the results of the public consultation, the change should or should not be implemented
- 6.3 Guidelines issued by the government provide that the setting of charges for parking on-street or off-street in designated areas is a matter for the authority. It states that authorities should review charges periodically and take account of their effectiveness in meeting policy objectives. The Secretary of State recommends that authorities set charges at levels which are consistent with the aims of the authority's transport strategy
- 6.4 When setting charges, authorities should consider the following factors:
- parking charges can help to curb unnecessary car use where there is adequate public transport or walking or cycling are realistic alternatives, for example, in town centres;
  - charges can reflect the value of kerb-space, encouraging all but short-term parking to take place in nearby off-street car parks where available. This implies a hierarchy of charges within a local authority area, so that charges at a prime parking space in a busy town centre would normally be higher than those either at nearby off-street car parks or at designated places in more distant residential areas. Such hierarchies should be as simple as practicable and applied consistently so that charge levels are readily understandable and acceptable to both regular and occasional users;
  - charges should be set at levels that encourage compliance with parking restrictions. If charges are set too high they could encourage drivers to risk non-compliance or to park in unsuitable areas, possibly in contravention of parking restrictions. In certain cases they could encourage motorists to park in a neighbouring local authority area which may not have the capacity to handle the extra vehicles. In commercial districts this may have a negative impact on business in the area; and
  - if on-street charges are set too low, they could attract higher levels of traffic than are desirable. They could discourage the use of off-street car parks and cause the demand for parking spaces to exceed supply, so that drivers have to spend longer finding a vacant space.

**7. Finance Comments**

- 7.1 Although the impact of the proposed recommendation in this report cannot be forecast with any certainty, the proposal to increase charges could result in a reduction in the number of 3rd permits in issue and therefore a reduction in the overall level of income received.
- 7.2 It should be noted that any resulting loss of income will be managed from within the existing on street parking revenue budget.

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Signed by:  
Alan Cufley,  
Director of Transport, Environment and Business Support

**Appendices:**

**Background list of documents: Section 100D of the Local Government Act 1972**

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
NIL	

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by ..... on .....

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Signed by:  
Councillor Fleming,  
Cabinet Member for Traffic and Transportation