

Title of meeting: Cabinet Member for Traffic and Transportation Decision Meeting

Date of meeting: 29 October 2020

Subject: Concessions of Care Homes in Residents Parking Schemes

Report by: Tristan Samuels, Director of Regeneration

Wards affected: St Thomas, St Jude, Charles Dickens, Fratton, Nelson, Baffins, Paulsgrove, Eastney & Craneswater, Central Southsea, Cosham and Milton.

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1 To propose a minor change in the way the Residents Parking Scheme operates to allow registered care homes to obtain up to three flexible permits for £100 per permit.

2. Recommendations

- 2.1 It is recommended that the Cabinet Member for Traffic and Transportation:
- agrees a charge of £100 for up to three business permits issued registered care homes in residents parking zones and that these permits are flexible and do not specify a registration number. Fourth and subsequent permits will be charged at the standard rate.

3. Background

- 3.1 There are 39 Residents parking zones in the City which control parking and give priority to permit holders. Residents can buy annual permits at a cost of £30 for the first vehicle, £120 for the second and £300 for a third. Third permits are only issued when there is adequate space in the zone to accommodate permit holders. Residents can also buy permits for visitors at a cost of £1.15 for 12 hours and £2.20 for 24 hours.
- 3.2 Businesses can also apply for permits for workers and the price is set to encourage consideration of alternative means of travel to reduce car journeys

and parking congestion. However it is accepted that some employees will need to drive to work. The charges for annual business permits is £150 first, £300 for the second and £630 for a third and any subsequent permits. This works out to a cost of 58p per day for the first, £1.16 per day for the second and £2.43 per day for third and subsequent permits, based on a five day working week.

- 3.3 A business permit can be issued without a registration number so it is more flexible for an additional cost of £100. This is useful when a company/organisation employs part time staff or staff on flexible hours and avoids the need for each member of staff to have a permit.
- 3.4 Currently the only exceptions to the pricing structure are for charities and class room based teaching staff these groups can obtain business permits for £30 each. It is recommended a reduced rate is introduced for registered care homes and that they are able to obtain up to three permits at a rate of £100 each with no registration number added so they can be used flexibly.

4. Reasons for the recommendation

- 4.1 The care home sector is facing considerable challenges and wages are generally low with staff providing vital support for people with care and support needs. It is difficult to retain care staff due to the low wages and the turnover within adult social care services nationally is in excess of 30% at any one time.
- 4.2 The Care Act of 2014 directs Local Authorities to step in and provide for care and support in the event of a care provider failing. The considerable cost pressures in the adult social care sector have been well publicised, as have failures of large national chains of care providers.
- 4.3 These challenges indicate that wherever a Local Authority can enable a cost burden to be minimised to staff and care providers, it is in the Authority's interest both to support staff retention and maintain a diverse market for provision of social care.
- 4.4 It is therefore recommended that the council allow registered care homes to purchase up to three business permits at a rate of £100 each and that these permits are issued without a registration number so they can be used flexibly to support staff. Any further permits will be charge at the rate of £630 per permit.

5. Integrated Impact Assessment

An integrated impact assessment is not required as the recommendations do not have a significant positive or negative impact on communities and safety, regeneration and culture, environment and public space or equality and diversity.

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 or specified classes of vehicles only at such parking places as are designated by such order. The times and amounts of any charges imposed by such designation orders, and the classes of vehicles which may use the parking space, may be subsequently varied under the provisions of section 46A of the Act (as amended by the Parking Places (Variation of Charges) Act 2017).
- 6.2. Notice has to be given in accordance with the provisions of the Local Authorities Traffic Orders Regulations 1996 of any variation of the charges or to the times that such charges shall apply. The notice must be given not less than 3 weeks before the variations come into effect.
- 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. There have been some changes to the legislation for the duration of the coronavirus pandemic. If the authority considers it would not be reasonably practicable to publish a newspaper notice for reasons connected with the effects of coronavirus, such as restrictions on movement, such notice must be published using such alternative arrangements as the authority considers appropriate. Such alternative arrangements may include on-line publication, leaflet distribution and letter delivery.

7. Director of Finance's comments

- 7.1. There are approximately 24 care homes within the residents parking zones that would qualify for this concession and the exact amount of passes that would qualify for this concession is as yet unknown.
- 7.2. Any income from permits is remitted to the Parking Reserve and does not affect the City Council's General Fund budget. The permitting pricing structure is designed to discourage car usage as the preferred mode of travel. It's envisaged that the roll out of this concession will be unlikely to have a material financial effect on the Council.

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Signed by:

Appendices: None

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 |
|--|-----------------|
| T&T Decision meeting 28 October 2010 - Item 4 - Review of Residents Parking Criteria | PCCs website |
| T&T Decision meeting 23 November 2017 - Item 5 Review of Residents Parking Permit Charges & Administration | PCCs website |

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

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Signed by: