
Subject:	REVISION OF ON-STREET PARKING PERMIT SCHEME
Meeting and Date:	Cabinet – 4 November 2024
Report of:	Helen Lamb, Head of Finance and Investment
Portfolio Holder:	Councillor Charlotte Zosseder, Portfolio Holder for Community and Corporate Property
Decision Type:	Executive Key Decision
Classification:	Unrestricted

Purpose of the report: To update the on-street parking permit scheme to remove emissions-based charging from the fee structure.

- Recommendation:**
- (1) To agree the proposal to remove emissions-based charging from the parking permit fee structure.
 - (2) That the Transport and Parking Services Manager, in consultation with the Portfolio Holder for Transport, Licensing and Environmental Services and on behalf of KCC as Highways Authority, be authorised to take all necessary legal and procedural processes to give effect to the agreed recommendations as set out in Appendix 1, including the giving of notices and the making or amendment of any orders under the Road Traffic Regulation Act 1984.
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1. Summary

- 1.1 The report seeks approval to remove emissions-based charging from the parking permit fee structure which is currently in place for on-street residents' permits.

2. Introduction and Background

- 2.1 Parking provision throughout the District is regularly under review and the needs of the local economy and residents alike are always taken into consideration.
- 2.2 Emissions-based charging for permits was introduced in 2021. At the time, it was reasoned that the introduction of this charging system would be used to incentivise the use of low emission vehicles as part of the Climate Change Agenda. Vehicles were banded as follows for the scheme:

Band	CO2 Emission g/km
A	0
B	1 to 50
C	51 to 130
D	131 and above

2.3 Following the introduction of the emissions-based charging, there has only been an increase of 20 permits within band A of CO2 emissions and 14 vehicles in band B. It therefore appears that the differential charging has not had a significant impact on decision-making for vehicle purchases.

3. Revised Charging Proposal

3.1 Following the trial period for emissions-based permits it is now considered that differential charging for resident permit holders alone is insufficient to influence the public's decision making on vehicle purchasing. It may be that emissions-based charging would work as an incentive if also introducing differential charging for visitors using public pay & display parking areas. However, it is currently not possible to introduce this in our car parks with the existing pay & display machines but is something that could be considered in the future.

3.2 It is therefore proposed that the charging structure return to one fee across all vehicles depending on the permit zone, as detailed in Appendix 1. The proposed charge has been based on the current CO2 band of 50-130 with an addition of inflation of 2.5% rounded. This band contains the majority of our current permit holders so will have the least impact on residents and the current set budgets. Approximately 185 residents with permits will have to pay a higher charge, 896 will pay a lower charge and 980 will be paying the same charge but increased by inflation. The inclusion of inflation means that there will be no further changes in the fee for these permits as part of the 2025/26 fees and charges process, eliminating the requirement to amend the fee twice within a short period of time.

3.3 In order for this change to be implemented, there will need to be an amendment to the current Traffic Regulation Order and an update to our back-office systems. Once these amendments have taken place, we will be in the position to apply the new charging structure to permit renewals and new applications received after that date. There will be no refunds or requests for further payment for current valid permits and residents will be charged the new fee when they renew their permits.

4. Identification of Options

4.1 Option 1: To approve the return to a single charge permit scheme fee structure.

4.2 Option 2: To maintain the existing fee charging arrangements.

5. Evaluation of Options

5.1 Option 1 is recommended. The decision to remove the emissions-based charging will ensure that all vehicles parking within each zone will be paying the same amount, creating a fairer pricing structure for residents requiring parking spaces in the vicinity of their homes.

5.2 Option 2: This option is not recommended for the reasons noted within the report.

6. Resource Implications

6.1 It is estimated that this proposal will lead to a reduction of less than £1k in revenue over a year. This is based on the current number of permits purchased within each emissions band.

6.2 The change to the permit charging structure will also need to be updated in the Parking permit back-office system. This is estimated to be c.£950.

7. Climate Change and Environmental Implications

7.1 It is thought that removing emissions-based charging will have minimal effect due to the detail mentioned in this report.

8. **Corporate Implications**

- 8.1 Comment from the Director of Finance (linked to the MTFP): Accountancy has been consulted on the report and have no further comments to add. (JS)
- 8.2 Comment from the Solicitor to the Council: The Solicitor to the Council has been consulted in the preparation of this report and has no further comments to make.
- 8.3 Comment from the Equalities Officer: This report seeking approval to remove emissions-based charging from the parking permit fee structure does not specifically highlight any equality implications. In discharging their duties members are required to comply with the public sector equality duty as set out in Section 149 of the Equality Act 2010 <http://www.legislation.gov.uk/ukpga/2010/15/section/149>

9. **Appendices**

Appendix 1 – Proposed permit charges

Background Papers

Parking Services Papers

Contact Officer: Clare Connellan, Transport & Parking Services Manager