



**ISLE OF WIGHT COUNCIL**

**DECISION UNDER DELEGATED POWERS**

**DECISION CANNOT BE TAKEN BEFORE 25 JANUARY 2024**

Title **APPROVAL TO DRAFT A NOTICE OF VARIATION IN ORDER TO INCREASE PARKING CHARGES AND PARKING PERMIT PRICES**

Report of **STRATEGIC DIRECTOR OF COMMUNITY SERVICES**

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**Executive Summary**

1. The council is required to find savings or generate additional income in 2024/25. To enable the ongoing delivery of non-statutory paid for services it is commercially prudent to review fees and charges to ensure that the delivery of these services is paid for by the charge made. This means that inflation and its impact of delivery costs must be considered.
2. This report sets out an increase in the parking tariffs across the Island and an increase in parking permit charges. The additional income generated through these proposals will help to meet general inflationary costs, cover the costs of enforcement and also cover maintenance of parking equipment and facilities. Furthermore, this income helps reduce the burden of the overall council subsidy being provided to the highways and transportation budget. This is becoming increasingly difficult to service given the pressures on the council's revenue budget, which could impact significantly on its ability to deliver its highways and transport objectives.
3. The parking charges will increase by 10p per hour per tariff band and All Island Permits, Resident Zone Permits, and On-Street Pay and Display Residents Permits to increase by 20%. Off street 200m radius permits to increase by 10% and Tourist Permits to be priced at 80% of the daily off street parking charge.
4. In order that the new charges can commence in April 2024, it is necessary to make this decision in January in order that the necessary software can be purchased and notification to Island Roads to advertise/implement the changes can be made with sufficient notice.

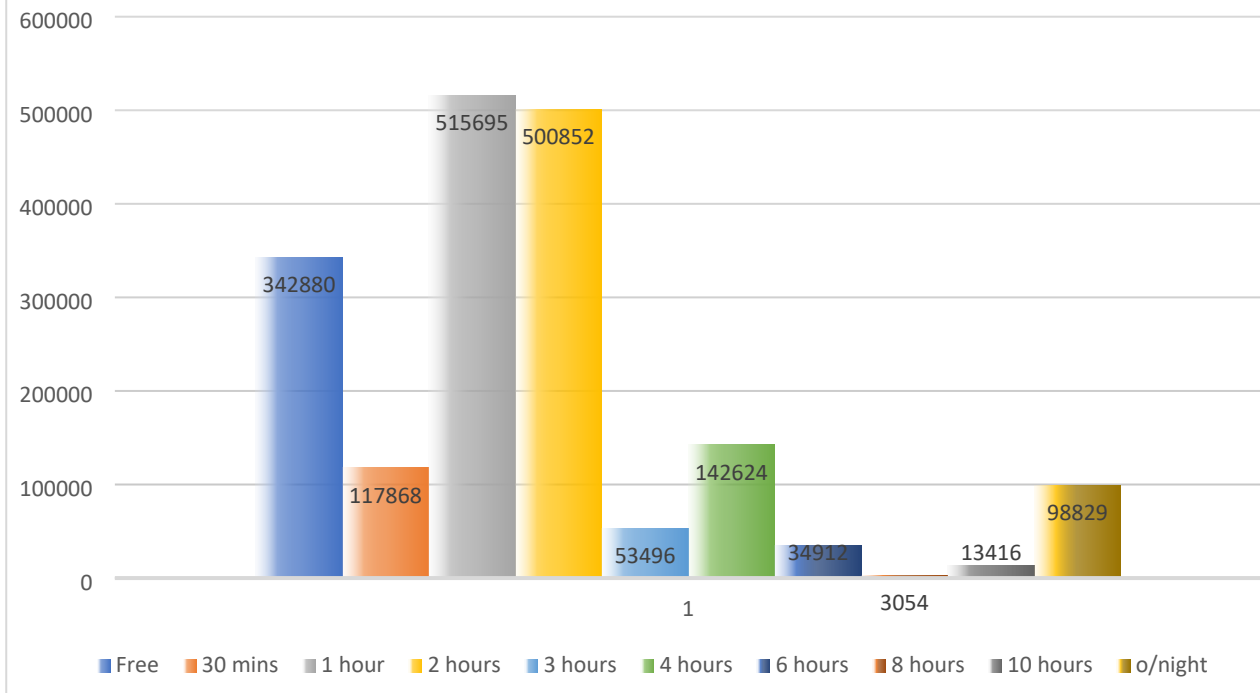
## Recommendation

To draft a Notice of Variation in order to increase parking charges by 10p per hour per tariff band; to increase All Island Permits, Residents Zone Permits and on-street Pay and Display Permits by 20%; to increase off-street 200m radius permits by 10%; and to price Tourist Permits at 80% of the daily off-street parking charge.

## Background

5. The provision and management of car parking is a legitimate tool for the council for use in the delivery of its transportation and wider corporate objectives. The council is able to control the supply of parking spaces it provides as well as the price and duration of their use in pursuance of these objectives. The council's corporate plan provides for it to improve the economic, social, and environmental well-being of the Island. The Local Transport Plan describes the Council's approach to its management of highways transportation (including car parking) in this context and identifies six principal objectives in this approach: -
  - Enhance and maintain our highway assets
  - Maintain and improve journey time reliability and predictability for all road users
  - Protect and enhance the environment and quality of life
  - Improve road safety and health
  - Reduce the need to travel
  - Promote travel choice
6. The provision and control of parking can contribute to the delivery of these objectives depending on the approach taken by the council and is also able to make a contribution to the costs of achieving these objectives.
7. The proposed amended charges will assist in facilitating the passage on the road or any other road of any class of traffic (including pedestrians) and for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.
8. In order to implement any changes to the arrangements for charging for the use of its car parking spaces (on and off-street), the council is required to publish a notice of variation setting out the details of changes, including location and charges and including a statement stating that further information can be obtained from Parking Services via [parking.services@iow.gov.uk](mailto:parking.services@iow.gov.uk).
9. Parking Transactions in 2022/23 totalled 1,823,626 across the Island although this figure is skewed owing to the free one hour parking pilot in Chapel St, Lugley St and Sea St Car Parks in Newport, which commenced in May 2022. The number of paid for transactions in 2022/23 totalled 1,480,746.

## NUMBER OF PARKING TRANSACTIONS 2022/23



Should the one hour parking pilot be discontinued, it is envisaged that the free transactions would reduce by 248,330 and the 30 minute transactions would increase by approximately 25,000 and the 1 hour transactions would increase by approximately 60,000.

### TABLE ILLUSTRATING PARKING CHARGES 2023/2024

2023/24	High Street	Short stay Off street	Esplanades	Long stay Off street	Park and Ride
Up to 30 mins	1.20	1.20			
30 mins to 1 hour	2.35	2.05			
Up to 1 hour			2.05	2.05	
1 to 2 hours	4.70	4.10	3.60	3.60	
2 to 3 hours		6.15			
2 to 4 hours			6.20	6.20	
4 to 6 hours			8.30	8.30	
6 to 8 hours			11.40		
6 to 10 hours				12.50	
All day					2.00

Commercial (coaches)	
Up to 10 hours	£8.50
10 to 14 hours	£17.50
14 to 24 hours	£26.40

**TABLE ILLUSTRATING NUMBER OF PERMITS SOLD BETWEEN 1<sup>st</sup> AUGUST 2022 AND 31<sup>st</sup> JULY 2023**

<b>PERMIT TYPE</b>	<b>EXISTING PRICE</b>	<b>NUMBER SOLD</b>
All Island Permit	£648 annually or £60 per month	4,171
Residents Parking Zone Permit	£72 per annum for first permit & £100 per annum for second permit.	1,219
On Street Pay and Display Residents' Permit	£72 per annum for first permit & £100 per annum for second permit.	245
200m Radius Permit	£238.80 per annum and £318 per annum for second permit	971
Tourist Permit	Ranges from £18.75 for a 2 day permit to £131.25 for a 14 day permit	8,795

## **Corporate Priorities and Strategic Context**

### **Responding to climate change and enhancing the biosphere**

10. This proposal has implications for the council's Carbon Management Plan in relation to emissions from private vehicles.
11. If the proposals encourage more car sharing or public transport use, there would be a corresponding reduction in carbon emissions.
12. The proposals could encourage a greater uptake of electric vehicles as parking is free for vehicles actively charging in Isle of Wight Council Car Parks until 31<sup>st</sup> December 2024.



Socio-Economic Outer Ring	Scores
No Poverty	3
Zero Hunger	3
Good health and wellbeing	4
Quality Education	3
Gender Equality	3
Clean Water & Sanitation	3
Affordable and clean energy	4
Decent work and economic growth	3
Industry, Innovation and Infrastructure	3
Reduced inequalities	3
Sustainable cities and communities	3
Responsible consumption and production	3
Climate Action	3
Life below water	3
Life on land	3
Peace, justice and strong institutions	3

<b>Environment Inner Ring</b>	<b>Scores</b>
<b>Transport</b>	4
<b>Energy</b>	3
<b>Housing</b>	3
<b>Environment</b>	4
<b>Offset</b>	3
<b>Adaptation</b>	3

### **Economic Recovery and Reducing Poverty**

13. The proposal does not significantly impact on reducing the numbers of residents, and especially children who are living in poverty.

### **Corporate Aims**

14. The number of parking transactions and the monthly income generated by on and off street parking is reported on a monthly basis to Community Services Performance Monitoring database.

### **Consultation and Engagement**

15. The increase of parking charges and permit prices will be communicated to the wider public via a Notice of Variation.

### **Financial / Budget Implications**

16. Due to reduced budgets and significant rises in inflation and demand for services the council is required to find savings and additional income to meet budget requirements in 2024/25.

17. Members will be aware of the significant financial pressures facing the council. Without consideration and agreement to the proposed changes in parking charges and permit prices, the council will need to make further reductions across its service areas in order to help fund the increasing costs in relation to the highways and transportation activities especially in relation to free bus travel.

18. The council, through the PFI contract with Island Roads is committed to improving the standard of its entire car parking provision; this will ensure that the fabric of the off-street car parks is maintained to the highest standards. It is difficult to disaggregate the exact cost of these works from the PFI contract but prior to the contract the council had no funds with which to undertake these works.

### **Legal Implications**

19. The statutory authority for Traffic Regulation Orders is contained within the Road Traffic Regulation Act 1984. Orders are progressed in accordance with the Local Authority's Traffic Regulation Order (Procedure) (England and Wales) Regulations 1996.

20. Section 122 of the Road Traffic Regulation Act 1984 sets out a general duty that the Council must meet when exercising powers under the Road Traffic Regulation Act 1984 and a power to provide off-street parking places.
21. Section 32 of the Road Traffic Regulation Act 1984 gives the Council the power to provide off-street parking places for the purpose of relieving or preventing congestion of traffic. The Council can charge for the use of these off-street parking places and provide for the use of these parking places pursuant to section 35(1)(iii) of the Road Traffic Regulation Act 1984.
22. Thorough consideration has been given to the factors set out in Section 122 of the Road Traffic Regulation Act 1984 in proposing these Traffic Orders. Section 122 requires the local authority to secure the expeditious, convenient, and safe movement of traffic (including pedestrians) and the provision of adequate parking facilities. In carrying out this exercise the Council must have regard to:
- The desirability of securing and maintaining reasonable access to premises.
  - The effect on the amenities of any locality effected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the road(s) run.
  - Any strategy prepared under Section 80 of the Environment Act 1995 (the national air quality strategy).
  - The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
  - Any other matters appearing to the local authority to be relevant.
23. The Local Authority's Traffic Regulation Order (Procedure) (England and Wales) Regulations 1996 set out the procedure to be adopted following publication of the proposed Notice of Variation, Parking Places Order and TROs and the approach the Council should adopt in considering the Orders.

## **Equality and Diversity**

24. The council as a public body is required to meet its statutory obligations under the Equality Act 2010 to have due regard to eliminate unlawful discrimination, promote equal opportunities between people from different groups and to foster good relations between people who share a protected characteristic and people who do not share it. The protected characteristics are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
25. Under the Equality Act 2010 the council is required to have due regard to its equality duties when making decisions, reviewing services, undertaking projects, developing and reviewing policies. An Equality Impact Assessment has been undertaken for the increase of parking charges by 10p per hour per tariff band and for the increase of

permit prices and is attached for information. It has identified no negative impacts on any of the protected characteristic groups. See appendix 1.

## **Property Implications**

26. There are no property implications associated with this report.

## **Options**

27. The inflationary cost rises mean that the service is more expensive to operate. The proposal is to increase as follows:

28. Parking charges will increase by 10p per hour per tariff band and All Island Permits, Resident Zone Permits, and On-Street Pay and Display Residents Permits to increase by 20%. Off street 200m radius permits to increase by 10% and Tourist Permits to be priced at 80% of the daily off street parking charge.

29. This increase should result in additional income of £431,867 over a full 12 month period following implementation.

30. The alternative approach would be to maintain parking charges and permit prices at their 2023/24 rates. This would compel the Authority to seek savings/additional income elsewhere and jeopardise the provision of non-statutory services. Furthermore, non-adoption of this proposal could decrease the income to the council and risk the council's ability to balance the overall budget for 2024/25.

## **Risk Management**

31. There is a risk that the planned changes to car parking as set out in the parking order do not deliver the estimated increases in casual parking income. A considerable amount of time has been spent looking at all of the data collected for both the council's on and off-street parking provision and in understanding the behaviours of the users of the car parks and an allowance has been made for 'resistance' to the changes that may cause an initial reduction in use of the car parks. This may be a benefit in terms of the council's wider highways and transport objectives as it could indicate people are using alternate forms of travel or car sharing but it would be a financial pressure for the council to consider.

32. The council would have to consider making further reductions in its spending in areas not related to highways and transportation in order to balance any shortfall in the additional expected income from the changes in the parking order.

33. The key mitigation to these risks is the effective and timely marketing of the Council's range of Parking Permits which offer excellent value for money. A permit, at the existing price of £648 equates to a daily parking rate of less than £1.80 per day.



## 34. Appendix 1 – Equality Risk Assessment

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