

## Report of the Portfolio Holders for Economic Development and Asset Management, and Resources and Personnel Policy.

### PERMIT SCHEMES FOR COUNCIL CAR PARKS

#### 1. Purpose of Report

To ask Cabinet to note the exemption permit scheme available for employees working in businesses in Beeston and consider the proposed permit for residents using the Borough's off-street car parks overnight.

#### 2. Recommendation

Cabinet is asked to:

1. **NOTE the capacity for parking in Beeston and other towns in the borough to take advantage of a maximum charge of £2 a day and agree that it is not necessary to introduce permits for employees working in businesses in Beeston or other towns in Broxtowe.**
2. **NOTE the availability of exemption permits and CONSIDER the options for permit charges.**
3. **CONSIDER the proposed permit scheme for residents' parking in Council car parks between 4pm and 8am at a cost of £170 a year, subject to confirmation of residency, to come into effect from 1 January 2024 be approved.**

#### 3. Detail

At its meeting on 3 October 2023, Cabinet approved changes to car park charges and asked that consideration be given to permits being available for purchase at a concessionary rate by anyone who can provide proof of employment in Beeston where the daily rate could be £15. This would apply to anyone using the short stay car parks in Foster Avenue, City Road North, Regent Street, Chilwell Road and Willmott Lane. However, the following long stay car parks are not affected:

<b>Car park</b>	<b>Daily tariff</b>
Portland Street	£1.00 – up to 2 hours £2.00 – over 2 hours
Derby Street South	£1.00 – up to 2 hours £2.00 – over 2 hours
Albion Street	£1.00 – up to 2 hours £2.00 – over 2 hours
Middle Street	£1.00 – up to 2 hours £2.00 – over 2 hours
Derby Street Middle	£1.00 – up to 12 hours
Middle Street Central	£1.00 – up to 12 hours

For the convenience of motorists, an annual exemption permit can currently be purchased by any member of the public for the long stay car parks which avoids

the need to pay at the machine every day. These are already available at a reduced rate which takes into account bank holidays, weekends, average annual leave and includes an administration charge. However, exemption permit charges were set in 2014 at a heavily discounted rate in an attempt to encourage business parking in the peripheral car parks which was low at the time. Those charges have not been increased since. It is therefore suggested that these should be increased to bring them in line with the cost of paying at the machine as follows:

<b>Car park</b>	<b>Valid for</b>	<b>Current charge (less VAT)</b>	<b>Proposed charge from 1 January 2023 (less VAT)*</b>
Derby Street South	3 months	£58.33	Discontinue – little take up
Derby Street South	1 year	£208.33	£450
Middle Street Central	1 year	£125.00	£230
Portland Street	1 year	£208.33	£450

\*Cost is based on 220 days x all day charge plus a small administration charge.

Exemption permits benefit the Council with advanced income. To encourage take-up, members may wish to consider applying a discount:

<b>Daily tariff</b>	<b>Proposed charge</b>	<b>10% discount</b>	<b>25% discount</b>
£1.00 – up to 12 hours	£230	£207	£172.50
£2.00 – over 2 hours	£450	£405	£337.50

The exemption permits could be extended to include all long stay car parks on the basis of a permit being valid for any same-tariff facility, ie:

- for Portland Street, Derby Street South, Albion Street and Middle Street; or
- Derby Street Middle and Middle Street Central.

Given the number of spaces available in long stay car parks in Beeston (142\*), it is suggested that there is already sufficient provision for anyone working in Beeston to park without having to pay £15 a day. It is not therefore recommended that permits are made available for any of the short stay car parks where there is a high demand for shopper parking turnover during the day. This excludes blue badge spaces and EV charging bays.

The Cabinet decision referred to Beeston only. The availability of spaces in long stay car parks in Kimberley (40\*) (where a charge is only levied in one car park), and in Stapleford (133\*) and Eastwood (139\*), provide sufficient facilities for people to park at a maximum charge of £2 all day. Exemption permits could be made available for these car parks on the same basis as Beeston, should a request be received from a member of the public. This excludes blue badge spaces and EV charging bays.

Since the meeting, the implications for residents who park in Council car parks overnight have been considered. They do not currently have to pay as charges stop at 4pm. However, from 1 January 2024, they will need to pay the appropriate charge up to 10pm. In some cases this may be £1 or £2 a day, but in other car parks, where a resident parks before 4pm, the cost may be £15.

To help residents, it is suggested that members consider introducing a residents' permit at a discounted rate of £170 (inclusive of VAT) for all car parks. This excludes blue badge spaces and EV charging bays. This is based on 50% of the £3 charge for 6 hours from 4pm to 10pm, plus a small administration charge. Residents would be able to pay the daily tariff at the machine rather than purchase a residents' permit if they preferred.

There would not be a charge for overnight parking in the Council's free car parks in Kimberley at James Street, Newdigate Street and Station Road and after 4.30pm, in Devonshire Avenue, Beeston.

Proof of residency would be required before a permit is issued.

#### 4. Financial Implications

The comments from the Head of Finance Services are as follows:

It is vital that the fees and charges income is optimised in order for the Council's to meet its anticipated budget gap in 2024/25. Annual income from parking permit sales to the public (as opposed to businesses) is currently around £5,900. It is anticipated that even if the current permit holders were to continue at the proposed new rates (with a 25% reduction) there could be an increase in sales of around £3,500. This could increase further with the introduction of overnight parking residents permits, although the lack of data on overnight usage makes estimating income potential difficult.

#### 5. Legal Implications

The comments from the Monitoring Officer/Head of Legal Services are as follows:

Under section 35 of the Road Traffic Regulation Act 1984 ("the Act"), the Council may provide off street parking places and charge for the use of them. Further under section 45 of the Act, the Council may designate parking places on a highway and charge for the use of them including the issuing of parking permits.

It is for the Council to decide the appropriate charge and in doing so it should have regard to the cost of providing the service. It is however not bound to set the charges at cost recovery only. The Council therefore has the power to impose parking charges in connection with the provision of on street parking and off street parking. Section 122 of the Act imposes a general duty on the Council to exercise its functions under the Act to "secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway."

#### 6. Human Resources Implications

There are no comments from the Human Resources Manager.

7. Union Comments

The Union comments were as follows:

No comments

8. Climate Change Implications

Any climate change implications are contained within the report.

9. Data Protection Compliance Implications

This report does not contain any [OFFICIAL(SENSITIVE)] information and there are no Data Protection issues in relation to this report.

10. Equality Impact Assessment

An equality impact assessment is not required.

11. Background Papers

Nil.

## APPENDIX

## EQUALITY IMPACT ASSESSMENT (EIA)

Directorate: **Executive Director's**

Lead officer responsible for EIA: **Head of Administrative Services**

Name of the policy or function to be assessed: **Charges for Car Parking Permits**

Names of the officers undertaking the assessment: **Head of Administrative Services**

Is this a new or an existing policy or function? **Existing**

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**1. What are the aims and objectives of the policy or function?**

To ensure that there is a fair and transparent process by which members of the public can apply for permits to park in Council-owned long stay car parks up to 10pm.

To ensure that there is a fair and transparent process by which residents can apply for permits to park in Council-owned car parks overnight where a charge is normally applied up to 10pm.

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**2. What outcomes do you want to achieve from the policy or function?**

Parking permits to be available to enable employees working in businesses in Beeston and other town centres at an affordable rate.

Parking permits to be available to reduce the impact of car parking charges being introduced up to 10pm on residents who park in Council-owned car parks overnight where charges apply.

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**3. Who is intended to benefit from the policy or function?**

Anyone working in businesses in Beeston and other towns in the borough.

Any residents wishing to park in one of the Council's car parks overnight where charges apply up to 10pm.

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**4. Who are the main stakeholders in relation to the policy or function?**

Anyone working in one the of the Borough's towns and residents.

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**5. What baseline quantitative data do you have about the policy or function relating to the different equality strands?**

None

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**6. What baseline qualitative data do you have about the policy or function relating to the different equality strands?**

None

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**7. What has stakeholder consultation, if carried out, revealed about the nature of the impact?**

Consultation will be carried out when the proposed charges are advertised.

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**8. From the evidence available does the policy or function affect or have the potential to affect different equality groups in different ways?**

In assessing whether the policy or function adversely affects any particular group or presents an opportunity for promoting equality, consider the questions below in relation to each equality group:

**Does the policy or function target or exclude a specific equality group or community?**

No, although low income households may be disproportionately affected if they park in Council-owned car parks overnight where charges will apply until 10pm after 1 January 2024.

**Does it affect some equality groups or communities differently? If yes, can this be justified?**

Disabled drivers - it is not intended to change the current provision for blue badge holders to park free. However, people with an impairment or disability who do not have a blue badge may be disproportionately affected if they park in a Council-owned car park overnight.

**Is the policy or function likely to be equally accessed by all equality groups or communities? If no, can this be justified?**

Yes – permits will be available to anyone who applies and for a resident's permit, can provide proof of residency.

**Are there barriers that might make access difficult or stop different equality groups or communities accessing the policy or function?**

No.

**Could the policy or function promote or contribute to equality and good relations between different groups? If so, how?**

The availability of reduced rate permits for overnight parking may help low-income households if they choose to park in a Council-owned car park overnight where charges will now apply up to 10pm.

**What further evidence is needed to understand the impact on equality?**

N/A

**9. On the basis of the analysis above, what actions, if any, will you need to take in respect of each of the equality strands?**

Age: No adverse impact has been identified.

Disability: No adverse impact has been identified on disabled people who are blue badge holders.

Gender: No adverse impact has been identified.:

Gender Reassignment: No adverse impact has been identified.:

Marriage and Civil Partnership: No adverse impact has been identified.:

Pregnancy and Maternity: No adverse impact has been identified.:

Race: No adverse impact has been identified.

Religion and Belief: No adverse impact has been identified.

Sexual Orientation: No adverse impact has been identified.:

**10. Head of Service:**

I am satisfied with the results of this EIA. I undertake to review and monitor progress against the actions proposed in response to this impact assessment:

**Signature of Head of Service:**

