

MEDIUM TERM FINANCIAL PLAN BUDGET PROPOSAL TEMPLATE

2025/26 BUDGET REPORT SUMMARY

CMT Director	Chris Major
Cabinet Portfolio	Transport
Budget Proposal Title	Parking Permit Charges Review
Describe how this proposal will be achieved? (50 words)	Income generated from a review of the baseline charge for on street parking permits, including emissions-based resident parking permits
Risk to delivery of saving (H/M/L)	Medium
FTE reduction/increase	0
Impacts on Council assets	no impact
Impacts to Service Delivery	Charge is set within the Council's on street Traffic Regulation Orders; therefore, a public consultation will be undertaken. Outcome of consultations may impact upon the nature and the number of the proposal to be implemented.
Service Cash Limit (budget)	1103 - Transport & Parking Services - Parking

Budget Reduction per financial year £000 (any value in year 2 or 3 is in addition to the value in year 1)

2023/24	
2024/25	
2025/26	172

Detailed description of proposal (High level summary)	An increase in the baseline charge for on-street parking permits from £100 to £120 for an annual permit, with corresponding increase across bands where permits charges are emission based.
Outline the main outcomes	<p>The baseline permit charge has not increased for over 10 years, despite ongoing inflationary pressures. An increase in the charge helps to ensure that additional costs to the council in implementing, managing and enforcing permit schemes are covered by those that own or drive vehicles, and not by all residents, who as taxpayers, may not own or cannot afford to own, a vehicle.</p> <p>An increased baseline charge will also proportionality increase the cost of a permit for more polluting vehicles; further helping to encourage behaviour change and reduce air pollution caused by private vehicles, whilst also reducing the emission that cause climate change.</p>

Does the Proposal have a direct impact on Residents, Service Users, or Staff? (Y/N)	Yes

Delivering the proposal

High level milestones for delivery (including timescales)
Public consultation – 2024/25 Q4 Implementation of new charges if approved – 2024/25 Q1
Key people involved (internal and external)
Head of Service – Gary Peacock Parking Services – Andy Dunn, Parking Project Team, Service Delivery and Compliance Team, Enforcement Team Leader, Comms – Corporate Comms, Steve Lambert, IT – Digital Content Team Traffic Management Team – Kris Gardom, TRO Officers MiPermit (external)
Key resources needed (internal and external)
Capacity from software provider, MiPermit, to make necessary changes to permit system Comms to promote changes IT and Traffic Management Team to support TRO consultation
Outline any investment requirements and proposed funding sources to deliver opportunity (i.e. capital / revenue investment)
Additional costs outside of existing budgets, to be offset by additional income include: 2025/26 £5k - TRO costs (one-off running costs) £1k – system development and testing (one-off third party spend)
Are there any constraints or limitations?
Baseline charges are included within TROs and must be varied through a statutory consultation process (minimum 21 days).

Capacity at the software provider to make changes needed must be considered and planned to ensure delivery.

Anticipated impact (including equality and health and safety considerations) on Service, Service Users and the Community

An increased emission-based permit charge is anticipated to continue to drive behaviour change, particularly amongst those with the most polluting vehicles, to more sustainable modes of transport, or to consider less polluting vehicles when replacing their vehicle.

Please indicate the likely staffing impacts if possible (including the number of redundancies anticipated)

Nil

Any risks associated with this proposal

Permit schemes can be unpopular amongst some residents who must pay for a permit to park in roads near their home. Primary risk is associated with reputation, as an increase in permit cost will be unpopular with some residents who may object to the charge itself rather than the outcomes the charge is intended to achieve.

Any possible mitigating measures or actions

New charges will only impact the purchase or renewal of permits. All current permits will remain valid until they naturally expire.

Where people make an active choice not to purchase a permit and continue to park where permits are required, they may receive a Penalty Charge Notice. Discussions are underway with the industry body (the British Parking Association) and ministers regarding the PCN levels, which have remained set since 2006, despite inflation and the costs of motoring rising significantly.

Equality Impact Assessment / Equality Analysis

Budget Savings Proposals

This template has been developed for the specific purpose of analysing the equalities impact of proposals that have been put forward as part of budget savings. Use this template to identify what impact or likely impact the proposal will have on people with protected characteristics.

Title of savings proposal	Parking Permit Charges Review
Proposal aim (one sentence)	Income generated from a review of the baseline charge for on street parking permits, including emissions-based resident parking permits
Directorate/Service area	Place Management - Parking
Do the aims of this proposal link to or conflict with any other proposals, or existing policies of the Council?	No

Assessment of impact: 'Equality analysis' - Use the spaces below to demonstrate you have analysed how this proposal:

- Meets any particular needs of equalities groups or helps promote equality in some way.
- Could have a negative or adverse impact for any of the equalities groups - and if so, mitigating actions
- Could have potential knock on effects for other service areas or create problems because of cumulative impacts

Residents parking permits EQIA

- EQIA developed as part of the introduction of emission-based on street permit charges is available online at <https://democracy.bathnes.gov.uk/documents/s67170/Appendix%2007%20Updated%20Equalities%20Impact%20Assessments%20following%20first%20stage%20consultation.pdf>
- Additional EQIAs here published as part of the council's development of 7 new RPZs in 2023, available online at <https://www.bathnes.gov.uk/equality-impact-assessments>
 - A example of the EQIA for the scheme within Oldfield Park and Westmoreland is available directly at https://www.bathnes.gov.uk/sites/default/files/eqia_Oldfield_Pk_RPZ.pdf

		How this proposal might advance equality	Potential negative or adverse impacts - and what steps can be taken to mitigate this	Potential knock on impacts for other service areas/other proposals
	All equality areas/characteristics			
1	Sex	No specific impacts identified	No specific impacts identified	No specific impacts identified
2	Pregnancy & maternity	Any improvements in air quality that result from a reduction in vehicles entering central areas will	No specific impacts identified	No specific impacts identified

		be of benefit to those that are vulnerable to poor air quality.		
3	Gender reassignment	No specific impacts identified	No specific impacts identified	No specific impacts identified
4	Disability	<p>No negative impact – a blue badge is a mobility concession not a financial one, however its recognised that a blue badge holder may be more likely to be on a lower income.</p> <p>Any improvements in air quality that result from a reduction in vehicles entering residential streets will be of benefit to those that are vulnerable to poor air quality</p> <p>Blue badges can be used on street pay and display or time limited bays with no time limit, or on double and single yellow lines for up to 3 hours.</p> <p>Blue Badge holders that live within an RPZ may</p>	<p>Disabled people are entitled to park in all on street residents' parking bays, dual use bays and limited waiting bays within the geographical area of Bath & North East Somerset Council provided a valid Blue Badge is clearly displayed.</p> <p>Customers who do not qualify for a Blue Badge but who may have difficulty accessing/using online/App based services to use a permit may contact MiPermit for assistance 7 days a week by telephone.</p> <p>Blue Badge holders are permitted to park on yellow lines for up to 3 hours in accordance with the provisions of the Blue Badge Rights and Responsibilities scheme https://www.gov.uk/government/publications/the-blue-badge-scheme-rights-and-responsibilities-in-England. This also allows Blue Badge holders to park for an unlimited time in on street pay and display bays located across the city centre.</p> <p>All concessionary pass holders can use the Park & Ride service free of charge upon use of their pass after 09.00 and are therefore not affected by any rise in car parking charges.</p>	<p>Disabled people can be in lower social economic groups and any changes to prices can disproportionately impact this group. It is estimated that 31% of disabled people live in poverty compared to 20% of the wider population.</p> <p>As noted, those with blue badges receive concessions for parking.</p> <p>Wider concessions are also available for public transport travel for disabled people and their carers/supporters.</p>

		apply for an on-street resident parking permit free of charge (in line with permit entitlement limitations of a property).		
5	Race	No specific impacts identified	No specific impacts identified	No specific impacts identified
6	Sexual orientation	No specific impacts identified	No specific impacts identified	No specific impacts identified
7	Marriage & civil partnership	Larger families may require larger cars that may be older or heavier and therefore emit greater levels of CO2, paying more for their parking.	The current daily cost of a first annual permit at the baseline charge (least polluting vehicle excluding electric vehicles) is £0.27. Under this proposal this rises to £0.33 per day and is a nominal increase when compared to the annual costs of running a motor vehicle. Parking permits are also available for shorter period of 1, 3 and 6 months to reduce the financial impact and provide greater flexibility.	No specific impacts identified
8	Religion/belief	Larger families may require larger cars that may be older or heavier and therefore emit greater levels of CO2, paying more for their parking.	The current daily cost of a first annual permit at the baseline charge (least polluting vehicle excluding electric vehicles) is £0.27. Under this proposal this rises to £0.33 per day and is a nominal increase when compared to the annual costs of running a motor vehicle. Parking permits are also available for shorter period of 1, 3 and 6 months to reduce the financial impact and provide greater flexibility.	No specific impacts identified
9	Age	<u>Emissions based charges</u> Any improvements in air quality that result from a	<u>Emissions based charges</u> All concessionary pass holders can use the Park & Ride service free of charge upon use of their pass after 09.00 and are therefore not affected by any rise in car parking	No specific impacts identified

		reduction in vehicles entering central areas will be of benefit to those that are vulnerable to poor air quality.	charges.	
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Once completed, this equality analysis template needs to be 'approved' by your Divisional Director/ their nominated officer. Following this sign off, send a copy to the Equalities Team (equality@bathnes.gov.uk)

Name of officer(s) carrying out equality analysis: Andy Dunn (Team Manager – Parking Services)

Signed off by: Chris Major (Divisional Director or nominated senior officer)

Date: 11/12/24