

REPORT OF CABINET MEMBER FOR TRANSPORT AND HIGHWAYS

RESIDENTS' PARKING SCHEMES

Purpose of the Report

1. To seek approval for a policy for the introduction, modification and removal of residents' parking schemes.

Information and Advice

2. Parking schemes are often used where demand for on-street parking exceeds the road space available. In some locations time limited parking may be unsuitable and a controlled parking zone may be necessary, for example to protect the area from commuter parking or similar impact.
3. There are a number of residents' parking schemes in the county. These schemes have been introduced where intrusive non-resident parking has been caused by the presence of a traffic generator such as a local factory. The majority of these schemes were introduced over 15 years ago but a moratorium in 1995 led to a substantial backlog of requests for schemes.
4. In September 2009 a programme of new schemes was agreed but this programme did not include requests for existing schemes to be reviewed. Since the introduction of charging for permits in June 2010 there has been a significant increase in requests for existing schemes to be either modified or removed, particularly in those areas where the original cause of the problem is no longer in existence.
5. There is therefore a need for a policy to be established to inform priorities for the introduction and modification of schemes and to support the removal of residents' parking schemes, where appropriate.

The introduction of new schemes

6. Residents' parking schemes usually only provide an effective solution where there is an identified generator of non-resident intrusive parking, such as a railway station or town centre, and the needs of the commercial area and/or residents are being affected as a result of the parking problem.

7. As a guide, the need for new schemes will be considered as follows. This will also inform the order in which schemes are progressed:
 1. There is a traffic generator which causes non-resident intrusive parking, and
 2. The non-resident parking is considered to be detrimental to the vitality of the local centre or other local transport plan objectives, and
 3. There are significant levels of current requests from residents concerning non-resident intrusive parking.
8. The need for a residents parking scheme may also be pre-empted for a new development where non-resident parking is anticipated. In such circumstances, 7.3 would not apply.
9. Detailed design of a scheme will usually only be progressed where preliminary consultation with the directly affected residents has resulted in at least 35% of the households returning the survey and, of those, 65% of the households being in favour of a scheme.
10. A programme of new schemes will be produced (taking account of the levels of response and support) and delivered within available allocated funding.

The modification or removal of existing schemes

11. Where residents' parking schemes have been installed and residents no longer consider them appropriate, they will be considered for review in the following circumstances:
 1. There must be clear evidence of dissatisfaction with the existing scheme, including high levels of complaints from residents, and
 2. The circumstances regarding the initial implementation of the scheme need to have changed, e.g. closure / relocation of a factory.
12. A detailed review of a scheme will usually only be progressed where preliminary consultation with the directly affected residents has resulted in at least 35% of the households returning the survey and, of those, 65% of the households of the households being in favour of a change to scheme.
13. Removal of a scheme will only be undertaken when it is not considered to be detrimental to the vitality of the local centre or other local transport plan objectives.
14. In addition, schemes will be considered for review where the emergency services or other service providers have highlighted operational problems with the scheme, such as access issues.
15. A programme of residents' parking schemes to be reviewed will be produced (taking account of the levels of response and support) and delivered within available allocated funding, taking account of an appropriate balance of resources between implementing new schemes and reviewing existing schemes.

Charges for Permits

16. It should be noted that it is County Council policy to charge for the provision of permits for use in such schemes, to cover the cost of issuing the permit and administering the

permit scheme, as determined annually. Currently this charge is £25 per permit issued, with no charge for blue badge holders and residents aged 75 and over. Permits are usually valid for 12 months.

Other Options Considered

17. The process set out above ensures that there is a reasonable level of support for the introduction or modification of a scheme prior to embarking on detailed design. This does not indicate the eventual outcome of scheme development which is subject to further consultation, formal advertising and opportunity for residents to express support or objection both informally and formally, but reduces the likelihood of abortive work in detailed design of a scheme which has little or no support from the community.

Reason/s for Recommendation/s

18. The proposed policy provides a framework for establishing a structured work programme to improve delivery of schemes which are supported by residents and to discard those which do not have such support, assisting in the efficient use of resources.

Statutory and Policy Implications

19. This report has been compiled after consideration of implications in respect of finance, equal opportunities, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Equalities Implications

20. The implications of this report relating to equality issues have been considered and it has been concluded that no protected group will be adversely affected. Therefore, a full equality impact assessment is not required in this case.

RECOMMENDATION/S

It is recommended that:

1. Approval be given to this policy for the consideration of provision, modification and removal of residents parking schemes; and
2. It be noted that a draft programme will be prepared for the preparation and subsequent delivery of a programme of installation and review of residents' parking schemes.

Councillor Richard Jackson
Cabinet Member for Transport and Highways

For any enquiries about this report please contact: Peter Goode, Traffic Manager

Constitutional Comments [NAB 04/01/12]

21. Council has authority to approve the recommendations set out in this report.

Financial Comments [IC 27/06/11]

22. There are no direct financial implications contained within this report.

Background Papers

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

None.

Electoral Division(s) and Member(s) Affected

All.