



ENVIRONMENT AND SUSTAINABILITY SCRUTINY COMMITTEE – 6TH OCTOBER 2022

SUBJECT: PARKING FOR RESIDENT PERMIT HOLDERS

**REPORT BY: CORPORATE DIRECTOR FOR ECONOMY AND
ENVIRONMENT**

1. PURPOSE OF REPORT

- 1.1 To advise Scrutiny Committee on the key issues associated with changing the existing residents' parking policy and implementing the physical changes to the restrictions on site and suggest steps to taking this forward. The information contained within the report will also help to assist the Scrutiny Committee in deciding whether the existing policy needs to be amended.

2. SUMMARY

- 2.1 The report has been prepared in response to requests received from Cllr D T Davies MBE and Cllr Adrian Hussey and endorsed by the Joint Scrutiny Committee (Environment & Sustainability and Housing & Regeneration) on 15th December 2020 for amendments to be considered to the parking restrictions in residential areas.
- 2.2 The specific changes that have been requested by Cllr D T Davies MBE and Cllr Adrian Hussey relate to a) extending the times of operation of the existing residents' parking scheme (current scheme operates Monday to Saturdays, 8.00 am to 6.00 pm as a maximum restriction), and b) replacing/amending existing limited waiting bays in those streets where residents' parking is currently provided to allow resident permit holders to park.
- 2.3 A further recommendation was also endorsed by the Joint Scrutiny Committee that was presented in the report from the Car Parks Task and Finish Group; c) that the criteria for residential parking permit areas is reviewed to offer a more flexible approach that takes into account areas outside of principal towns where customer parking to access local businesses impacts on residential areas.
- 2.4 It should be noted that a) and c) would require the existing residents' parking policy to be amended, whereas b) could be implemented through the normal traffic regulation order process as the requested changes are not linked to any policy.

- 2.5 Officers are aware that there are other members who wish to seek amendments to the residents' parking provisions within their wards, and the detail of such requests would need to feed into any future policy review.

3. RECOMMENDATIONS

- 3.1 Scrutiny Committee are asked to:
- 3.2 Offer their views / comments on the requested changes to the existing policy.
- 3.3 Should Members wish to pursue any changes to the existing policy then it is recommended that a consultation exercise be carried out with all currently eligible residents (1844 properties) within existing schemes to gauge views and help formulate decisions. The format of this consultation would need to be discussed and agreed with Members.
- 3.4 It is recommended that any proposed change of policy would need to be reported to Cabinet following Member feedback and consultation with residents and consideration by the Environment & Sustainability Scrutiny Committee.

4. REASONS FOR THE RECOMMENDATIONS

- 4.1 As outlined in the report.

5. THE REPORT

- 5.1 The Council's resident permit parking scheme is intended to respond to residents' concerns in circumstances where there is limited available on-street parking (and generally no available off-street parking) that is under pressure from non-residential parking.
- 5.2 Resident permit parking schemes are complex by nature and due to the wide range of competing demands and individual circumstances that exist, such schemes are generally unable to fully meet every residents needs. However, the purpose of any policy is to provide a framework that can be applied across the County Borough to ensure that a consistent, but responsive, approach is maintained.
- 5.3 To be successful, adequate enforcement is required that can vary from area to area depending on need. With the current level of resource within the Parking Services Team (8 FTEs) enforcement outside of normal working hours, Monday to Saturday, is given a low priority.
- 5.4 It is important to note that residents' permit parking schemes are not an answer to a situation where the number of residents' vehicles exceeds the available on-street parking provision.
- 5.5 Where resident permit parking is introduced consideration must be given to prevent obstructive parking, provide some parking for visitors and to make provision for local businesses. The combination of parking restrictions will be determined for each location following consultation with ward Members and those affected. Normally the introduction of resident parking bays will result in there being less than one space available per property. If fully subscribed, residents will have little chance of parking

outside their own homes but should be able to park nearby. When all residents are home, even that may not be possible.

5.6 Existing Policy

5.6.1 The existing policy was last reviewed in 2012 via a report to the Regeneration Scrutiny on the 17 July 2012 and the recommendations were endorsed by the Committee and subsequently approved by the Council's Cabinet on the 31 July 2012. The administration charge was reduced by Cabinet on 28 November 2018 from £30 to £15 per permit per annum.

5.6.2 The existing policy covers three main aspects (refer also to Appendix 1):

5.7 **Assessment Criteria**

5.7.1 Requests will be limited to residential areas where:

- a) At least 50% of properties are unable to provide reasonable off-street parking.
- b) Are immediately adjacent to major shopping areas, large employment sites, main transport interchanges and colleges.
- c) The expected displacement of parking to adjacent streets must be acceptable.
- d) It is expected that at least 80% of residents support the introduction of a resident permit parking scheme having been made aware of all the restrictions and charges that apply.

5.8 **Need**

5.8.1 Any request for residents' permit parking must be supported by parking surveys that show:

- a) The problems for residents occur for at least four hours at a time and at least twice in most weeks.
- b) Residents must have to park some distance from their properties. The measure normally applied will be at least 85% of spaces occupied for the above periods.
- c) The non-resident element of parking must be at least 25%.

5.9 **Restrictions of the Scheme**

5.9.1 The following restrictions apply to the current resident permit parking scheme:

- a) Times of Operation: Monday to Saturdays, 8.00 am to 6.00 pm as a maximum restriction. This can be reduced depending on the local circumstances.
- b) Charges: £15 per permit per vehicle (registered at the property) per annum. Cars, motorcycles and vans may apply for a permit provided that the overall height does not exceed 2.44 metres and the overall length does not exceed 5.49 metres.
- c) A maximum of two permits per qualifying property will be issued, of which one permit can be designated as a visitor permit.
- d) Those properties whose hardstands or garages fronting on to areas of resident parking will not be eligible for a permit.

- e) Issue of business permits may be permitted where considered appropriate and supported by the ward Members (at a charge of £75 per permit per annum).
- f) Disabled badge holders are exempt from the resident parking regulations.

5.10 The attached appendix identifies some of the key issues that members need to consider when requesting changes to the existing policy.

5.11 Existing Provision

5.11.1 Almost 1900 properties/households qualify for residents' permits under the existing scheme. In 2021 a total of 1489 permits were issued.

5.11.2 The total residents' parking provision/length of bays marked on-street within the borough is approximately 6200 metres, a breakdown of which is provided below.

- Residents' only parking bays – 3600 metres
- Shared residents' parking / limited waiting bays – 2600 metres

5.11.3 If it is assumed that the average length required to park a typical car is 6 metres then it can be determined that the current scheme provides a total parking capacity for approximately 1033 vehicles.

5.11.4 The scheme does not appear to provide adequate parking provision for the current level of take up (when all permits are utilised/vehicles are parked at the same time). However, it is the norm for residents' parking schemes to operate on a first come first served basis and it would not be feasible to provide enough parking spaces for the level of demand as it is not possible to park two cars in the frontage of a terraced property.

5.12 TRO Delivery Programme

5.12.1 On the 29th October 2019 an update report was presented to the Environment & Sustainability Scrutiny Committee on Civil Parking Enforcement (CPE), which included a list of historic requests for changes to existing parking restrictions throughout the county borough. At that meeting Members of the Committee recognised the scale of the request for changes to parking related TROs and unanimously agreed with the recommendations on how these should be prioritised as detailed below:

- *Initially officers would focus on a countywide TRO to look at what parking restrictions can be removed or reduced that are likely to be uncontentious – **Phase 1 (estimated timescale for delivery 9 months) – Current position: completed***
- *The second countywide TRO will consider where new parking restrictions are deemed necessary in order to improve safety, reduce congestion and aid public transport – **Phase 2 (to be delivered upon completion of Phase 1) – Current progress: ongoing (It is anticipated that this phase will be completed by the end of the current financial year).***
- These would afford all wards the opportunity of some early 'wins' to address some of the issues that our proactive CPE has thrown up.

- All remaining TRO requests (including changes to existing residents' parking schemes) will be considered as part of individual TRO area reviews in a future programme of works, as they would be more involved in terms of consultation and engagement – **Current position: Phase 3 (to be delivered as a rolling programme of works after completion of phases 1 & 2). Work has not yet commenced.**

5.13 Current Position

5.13.1 Phase 1 of the traffic regulation order programme was completed in March 2021. Officers are now working on Phase 2 of the programme, which relates to new parking restrictions that are deemed necessary to improve safety, reduce congestion and aid public transport, and good progress has been made. Within Phase 2 there are more than 148 scheme locations to consider within 31 Council Wards and it is estimated that this substantial piece of work will be completed in 2023.

5.13.2 **It should be noted that officers are committed to delivering Phase 2 of the programme before any elements of Phase 3 can be progressed – as agreed by the Environment & Sustainability Scrutiny Committee on 29th October 2019.**

5.13.3 Budget approval has been granted for 2 additional FTE staff resources within the Traffic Management team to assist with this work, however recruitment has been unsuccessful and alternative options are being explored to find suitably qualified/ experienced staff.

5.14 Next steps

5.14.1 Based on the information provided officers would be grateful to receive the Environment & Sustainability Scrutiny Committee's comments / views on the request for changes to the existing policy.

5.14.2 Should the committee wish to pursue any changes to the existing policy then it is recommended that a Task and Finish Group be established to enable the complexities and implications of any proposed changes to be fully considered.

5.14.3 As part of a Task and Finish Group's remit it is likely that a consultation exercise will need to be carried out with all currently eligible residents (approximately 1900 properties) within existing schemes to gauge views and help inform decisions.

5.14.4 Any policy changes that may be recommended by the Task and Finish Group would need to be reported to Cabinet following consideration by the Environment & Sustainability Scrutiny Committee.

6. **ASSUMPTIONS**

6.1 The process/timescale for implementing changes to the residents' parking schemes on the ground is dependent on the level of resource within the Traffic Management Section. Any delay in filling the vacant posts will have an adverse effect on scheme delivery.

7. SUMMARY OF INTEGRATED IMPACT ASSESSMENT

7.1 This report is for information only and therefore an IIA is not required.

8. FINANCIAL IMPLICATIONS

8.1 There are no financial implications arising from this report.

9. PERSONNEL IMPLICATIONS

9.1 There are no personnel implications arising from this report.

10. CONSULTATIONS

10.1 The views of consultees to this report have been taken account of in the report.

11. STATUTORY POWER

11.1 The Road Traffic Regulation Act 1984 affords Highway Authorities the necessary powers to implement residents' permit parking schemes on the public highway. The powers for determining traffic regulation orders have been delegated to officers.

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Consultees: Councillor Tudor Davies, Chair of Environment and Sustainability Scrutiny
Councillor Adrian Hussey, Vice Chair of Environment and Sustainability Scrutiny
Councillor Julian Simmonds Cabinet Member for Highways and Transportation
Christina Harrhy, Chief Executive
Mark S. Williams, Corporate Director for Economy and Environment
Robert Tranter, Head of Legal Services and Monitoring Officer
Stephen Harris, Head of Financial Services and S151 Officer
Marcus Lloyd, Head of Infrastructure
Clive Campbell, Transportation Engineering Manager
Lynne Donovan, Head of People Services

Background Papers: None

Appendices:

Appendix 1 Key issues for Members to consider