

Report to the Cabinet

Meeting to be held on Thursday, 14 January 2021

Report of the Head of Service - Highways

Part I

Electoral Division affected:
(All Divisions);

Residents Parking Schemes Revised Criteria

(Appendix 'A' refers)

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Executive Summary

The council is receiving increasing numbers of requests for residents parking schemes within the county. The present criteria for the introduction of these schemes was adopted 11 years ago. Over the last several years, very few schemes have been introduced due to resource limitations. More recently, the county council removed the offer of Residents Permit Parking Schemes as part of the Highways Service Delivery Plan (2015). Prior to considering re-starting the introduction of residents parking schemes it is prudent to revise the criteria to allow new schemes to be promoted where the need is the greatest.

This is deemed to be a Key Decision and the provisions of Standing Order C19 have been complied with.

Recommendation

Cabinet is asked to approve the attached Residents Permit Parking Schemes Essential Criteria (Appendix 'A' refers) as the minimum standard that any scheme will need to meet prior to being considered for promotion.

Background and Advice

Residents Parking Schemes are introduced in areas where there is a problem with non-residents parking on residential streets and this situation is so acute that homeowners have problems parking their vehicle within a reasonable proximity to their properties. Such schemes limit parking to residents and their visitors by the use of a permit (either physical or digital).

The introduction of such schemes is both time intensive and expensive so for that reason the number of schemes that have been introduced by the county council since 2009 has been limited. Some district councils have provided invaluable support to the local highways traffic management teams in order to introduce some new schemes or revised existing schemes. The county council removed the offer of Residents Permit Parking Schemes as part of the Service Delivery Plan (2015). Since that time, such schemes were only progressed where the district council (or other third party) completed the costly and time consuming informal consultation.

The fact that so few new schemes have been introduced does not reflect the desire for this facility, requests have been regularly received for residents parking schemes from both local residents and through elected representatives but they have been refused or put on hold due to the lack of resources. The council is now considering making a limited resource available to allow a small number of schemes to be proposed each year. Before progressing with new schemes it is considered that the criteria governing residents parking needs to be revised and agreed in order to ensure that resources are used effectively.

As the resource that will be made available to introduce new residents parking schemes will be limited, the criteria that is proposed by this report should also be used to prioritise the schemes. The assessment of any scheme that has been requested will consider the severity of the problem along with estimates of the costs of implementing the scheme. With this information schemes will be evaluated based on the need for a scheme, practical considerations and the availability of funds to address the problem.

Consultations

Consultation of the proposed criteria for the introduction of residents parking schemes has been undertaken with the county council's traffic engineers for each area of Lancashire. Engineers were asked for their view with regard to the minimum requirements that any new scheme should have to meet prior to consideration, along with reasons why any request should be dismissed.

The outcome of these conversations has resulted in the proposed criteria attached at Appendix 'A' which will allow decisions regarding future schemes to be made in a fair and equitable manner.

Criteria

Available Off Street Parking

Any area to be considered as suitable for a residents parking scheme must have the majority of households in that area who will be wholly reliant on using the highway for parking. This is a provision that is presently widely accepted as a national standard and is presently the one used by the county council as the primary qualification for any new scheme.

This criteria will be defined as:

"Within the area to be included in the scheme, not more than 50% of the properties should have off street parking or the potential to form off street parking within the curtilage of the property."

Minimum Size

Due to the cost and time involved, it is proposed that any new scheme will be setup to serve a minimum of 20 residential properties, for this purpose defined as a residence being individually rated for the purpose of Council Tax. Houses in multiple occupation where the Council Tax is for the whole building will be entitled to the permit allocation for a single residence.

Schemes with fewer than 20 residential addresses are unlikely to meet the financial criteria for any new schemes as any payback period would be prolonged when set against the cost of the consultation, processing the Traffic Regulation Order and the installation of the necessary traffic signs.

Sufficient available parking

In many cases residents parking schemes are requested because there is insufficient parking in the area. A new Residents Parking Scheme will only be considered where there is one or more identified external factor which significantly impacts on the availability of on street parking in the relevant area. Such external factors could include substantial levels of on street parking by commuters in a residential area or the proximity to shops, hospitality, leisure facilities or hospitals.

Evidence of support for the scheme

Evidence will be required to indicate the extent to which the external factor(s) has a significant impact on parking.

It will also be necessary to evidence a strong desire from residents for a parking scheme (for which permits would need to be purchased by those eligible local residents).

Evidence will need to indicate that the majority of residents that will be eligible to buy a permit are supportive of the introduction of a scheme, prior to any formal consultation being considered. Such evidence might take the form of a petition, multiple applications for the same scheme or the result of investigations undertaken by an elected representative.

Scheme Progression

If schemes meet the minimum requirements as set out above they will be considered against the other successful schemes, taking into account the resources available, the practical implications of introduction and the assessed level of need for the scheme. A list of schemes that will be taken forward to formal consultation will be drawn up annually.

Implications:

This item has the following implications, as indicated:

Risk management

Failure to update and agree a set of criteria governing the introduction of Residents Permit Parking Schemes will result in the new resources available to promote the work not being used effectively. This new criteria will ensure that the schemes that are progressed are the ones that are most likely to succeed and in the area where the problems have the greatest impact on the local community. The criteria will also provide clear and unambiguous information to applicants as to why individual proposals are not to be considered for progression.

Financial

The scheme will be financed from surplus funds raised by the sale of residents parking permits from existing schemes. One of the factors for selecting new schemes to be considered will be the expected period of pay back for the work involved in introducing the scheme including the initial parking plates and road markings.

Legal

Residents Parking Schemes are introduced pursuant to sections 45 and 46 of the Road Traffic Regulation Act 1984 and are enforced in accordance with the civil enforcement of parking contraventions. Income and expenditure for designated parking places is accounted for in accordance with section 55 of the 1984 Act and the generation of income through permit sales to cover the implementation and administration costs of a parking scheme are a legitimate use of those funds.

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A