

<b>Decision maker:</b>	<b>Cabinet member transport &amp; roads</b>
<b>Decision date:</b>	6 July 2017
<b>Title of report:</b>	<b>Resident Parking Policy</b>
<b>Report by:</b>	<b>Head of technical and parking services</b>

## **Classification**

Open

## **Key decision**

This is not a key decision

## **Wards affected**

Countywide

## **Purpose**

To approve updated residents parking policy

## **Recommendation(s)**

**THAT:**

- (a) the updated residents parking policy as set out in appendix A is approved**

## **Alternative options**

- 1 To not approve the policy for implementation at this stage and the current agreed position remains in place. The current position, as outlined in this report, restricts the scope of proposing residential parking schemes to a localised area. The proposed changes allow for new schemes to extend past the localised area, if necessary, to help ensure parking issues are not moved from one area to another.

## **Reasons for recommendations**

- 2 To redefine the policy to allow for greater flexibility in proposing the scope and criteria for residential permits schemes.

## **Key considerations**

- 3 The proposal repositions the policy so that a more proactive council practice can be adopted, where an area can be reviewed in its entirety and the impact of any

localised changes or implementation of a Traffic Regulation Orders can be mitigated by further proposals in the wider area.

- 4 The current practice of introducing a scheme can be found to simply move the problem caused by commuters parking from one residential street to another. This is likely to then mean the council would need to explore further proposals in the future to combat the new issues that have arisen, each time bearing a cost to the council. The Traffic Regulation Order (TRO) process itself costs in excess of £4k (dependant on the size of the scheme), additional implementation costs, including signing and road marking, will also be incurred.
- 5 The proposals also allow scope for other types of permit to be issued at the discretion of the council. As the proposed residential permit area widens this is likely to impact businesses, therefore these may include permits for businesses to park within a residential permit zone where a need is identified during consultation.
- 6 The cost for the permits reflects the cost of providing the implementation, enforcement and administration of residential parking schemes and this should aim not to burden the wider tax payer. The councils charging principles require that the council should seek to recover all costs.
- 7 The main changes being proposed to the existing policy are;
  - a. Reference is removed to the number of permits permitted as this is captured within the TRO process for each scheme.
  - b. An additional criterion has been added to allow wider scope in proposing a scheme where another area/street may be affected.

## **Community impact**

- 8 The Local Transport Plan 2016 – 2026 highlights the need to manage the supply of available parking to influence trips by car in Hereford, with the ultimate aim to reduce short distance journeys. There is a direct detrimental impact on the progress of this aim by having available on street parking in residential areas near to the city and town centres.
- 9 There is also a detrimental impact on communities living in areas which attract commuter parking as this usually means that residents are unable to park near to their homes. By approving this policy the problems associated with these vehicles can be addressed through the provision of a Traffic Regulation Order through the standard process.

## **Equality duty**

- 10 Disabled badge holders may be impacted by the introduction of residential permits schemes where they are restricted solely for use by residents i.e. with no additional time limit for non-permit holders.
- 11 This can be mitigated within the Traffic Regulation Order consultation process where consideration will be given to the introduction of permit only spaces carefully, and other options considered, where appropriate.

## **Financial implications**

- 12 The financial implications will be addressed in each TRO report specific to each scheme; the approval of this policy has no direct implications in itself.

## **Legal implications**

- 13 In its role as the local Highway Authority, the council has various powers to regulate and manage the use of roads within its area.
- 14 The Road Traffic Regulation Act 1984 allows the council to introduce residents parking restrictions and specify the details of how they will operate.
- 15 This must not be a revenue raising activity – the council must act based on the reasons allowed by various sections of the 1984 act.
- 16 The council has a duty to exercise its powers under this 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 (while having regard to the matters specified in s122 subsection (2))
- 17 The residents parking policy sets out the framework for when the council will consider proposing permit parking restrictions.
- 18 For the introduction of new schemes The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 sets out the procedures which must be followed. Any proposals to restrict parking for permit holders and any associated waiting restrictions are therefore subject to due legal process and may not be pre-determined.

## **Risk management**

- 19 There is a risk that restrictions may be proposed and eventually imposed on a residential street where there is not popular support for it where the evidence suggests that vehicles from nearby similar schemes are likely to be displaced. This can be mitigated by clear communication to the residents of the consequences of not having such a scheme in place where the surrounding area has.

## **Consultees**

None

## **Appendices**

Appendix A – Residents parking policy

## **Background papers**

None identified