

NORTH LINCOLNSHIRE COUNCIL

**HIGHWAYS, PLANNING AND ENERGY
CABINET MEMBER**

**RESIDENTS' PARKING
PROPOSED EXTENSION OF SCHEME, POST BRIGG TRIAL**

1. OBJECT AND KEY POINTS IN THIS REPORT

- 1.1 To make the trial residents' parking scheme in Brigg a permanent traffic order.
- 1.2 To extend the scope of residents' parking, on an experimental basis, to include various streets elsewhere in North Lincolnshire where there are known problems, subject to the scheme being cost-neutral overall.
- 1.3 To establish a qualifying criteria for residents' parking schemes

2. BACKGROUND INFORMATION

- 2.1 Following the introduction of Civil Parking Enforcement in March 2010, there has been a significant increase in the number of requests for residents' parking schemes, principally from residents who have limited waiting restrictions on the road outside their property and who want exemption from the restrictions.
- 2.2 In anticipation of this increase in requests, a trial residents' parking scheme was introduced to various streets in Brigg on 15 March 2010 by way of an experimental order. Subject to the success of the trial, that order needs to be made permanent. This has to be done within eighteen months of its introduction (i.e. before 15 September 2011) otherwise it will lapse and will thereafter be unenforceable.
- 2.3 When the trial was approved, it was resolved that a report on its impact would be presented to the Cabinet Member when it had been in place for one year.
- 2.4 In the intervening period, the council has received a number of requests for similar schemes to be introduced, mainly from residents living in and around the Frodingham Road and Ashby High Street areas

of Scunthorpe. Some of these requests have been supported by petitions.

3. OPTIONS FOR CONSIDERATION

- 3.1 **Option 1** – Approve making the Brigg resident's parking scheme permanent.
- 3.2 **Option 2** – Defer a decision on making the trial permanent until later in the eighteen month maximum period of the experimental order.
- 3.3 **Option 3** – End the trial with the residents' parking scheme and dismiss any suggestions of further schemes within the authority.
- 3.4 **Option 4** – Approve Option 1 and also approve extending the scope of residents' parking, on an experimental basis, to include various streets elsewhere in North Lincolnshire where there are known problems, subject to any council-wide scheme being cost-neutral overall.

4. ANALYSIS OF OPTIONS

- 4.1 Option 4 is the recommended option, based upon the following analysis.
- 4.2 Residents' parking schemes can provide potentially significant benefits in residential areas, particularly when these are located close to areas where externally generated traffic causes parking problems. Typically, this would be close to shops or other commercial districts, large employment locations (e.g. hospitals, office complexes) or transport interchanges.
- 4.3 On the basis of the success, to date, of the Brigg trial, it is recommended that this residents' parking traffic order be made permanent (Option 1).
- 4.4 There is no reason to defer making the above decision, as it is unlikely any significant additional information about the trial will emerge from hereon. Making the order permanent now will also provide some certainty for permit holders, who are due to renew their permits in the near future (Option 2).
- 4.5 There is no reason to end the trial (Option 3), as feedback from residents suggests, with one possible exception, that all current permit holders will want to renew. Nineteen permits have been issued to residents, at a cost of £40 per permit. That charge may need to be reviewed.
- 4.6 With regard to Option 4, since the introduction of Civil Parking Enforcement in March 2010 there have been a number of requests for

residents' parking permits, principally from the Frodingham Road and Ashby High Street areas of Scunthorpe. These requests relate mainly to situations where there are limited waiting restrictions in place, which create difficulties for residents who want to park outside or close to their properties. This is similar to the situation in Brigg, where the successful trial was carried out.

- 4.7 As such, it is a logical progression to extend this scheme to these other areas. It is recommended that any new schemes should again be on an experimental basis, which has a number of advantages. An experimental order can be introduced relatively quickly, it allows changes to be made and objections to be considered during the experimental period (up to eighteen months) and it provides an opportunity for the feasibility of the scheme to be more realistically tested than would be the case simply with consultation carried out before any scheme was actually implemented.
- 4.8 If the experimental scheme is not successful or feasible for any reason, it can be terminated without the need for expensive and time-consuming revocation orders.
- 4.9 Preliminary enquiries, made in two areas where it is known there is a strong desire for a scheme (Frodingham Road and Lindley Street, Scunthorpe) suggest that there will be sufficient interest to make an extended scheme financially viable.
- 4.10 At this time, it is recommended that new residents' parking schemes are limited to providing exemptions from existing limited waiting restrictions. The development of alternative schemes, for example 'residents only' parking schemes or 'controlled parking zones', will need to be looked at in more detail before being considered.
- 4.11 In order to ensure the introduction of residents' parking schemes is proportionate, and does not unreasonably compromise the wider objectives of the council's parking policy (particularly with regard to supporting local businesses) it is recommended that proposed residents' parking schemes must meet the criteria contained in Appendix A.

5. RESOURCE IMPLICATIONS (FINANCIAL, STAFFING, PROPERTY, IT)

- 5.1 The estimated cost of making the Brigg Traffic Regulation Order (TRO) permanent is £400 for legal fees. No additional works are required on site as all lines and signs are in place.
- 5.2 To halt the trial would result in the signing around the area having to be amended, which would cost approximately £500.
- 5.3 The council has no budget provision for residents' parking and any schemes would have to be cost-neutral. The introduction of new

schemes requires an initial capital investment, to cover TRO and signing and lining costs. It is proposed that the charge for parking permits should cover day-to-day running costs as well as recovering the initial capital investment over a period of five years.

- 5.4 The initial capital cost of any extended scheme would be funded from the council's Local Transport Plan, Minor Traffic budget.
- 5.5 The recently acquired Civil Parking Enforcement (CPE) IT system has the capability to administer residents' parking schemes. However, extending resident's parking will incur an annual staffing cost, which will need to be recovered as part of the permit charge.
- 5.6 There are no property issues associated with this report.

6. OTHER IMPLICATIONS (STATUTORY, ENVIRONMENTAL, DIVERSITY, SECTION 17 - CRIME AND DISORDER, RISK AND OTHER)

- 6.1 There is no statutory responsibility to provide residents' parking on-street.
- 6.2 There are potential environmental benefits to residents' parking schemes. They reduce the incidence of residents driving around, looking for somewhere to park. By reducing the on-street parking available for non-residents, some people (for example, local employees) may be encouraged to car share or use other, more sustainable forms of transport to the car.
- 6.3 A Stage 1 diversity impact assessment has been carried out and is available for inspection in the Safer Roads Team.
- 6.4 Residents' parking schemes enable residents' cars to be parked close to or outside their properties. This is likely to reduce the potential for car crime and will reduce the fear of crime for the residents

7. OUTCOMES OF CONSULTATION

- 7.1 Current participants in the Brigg residents' parking trial, Brigg Town Council and representatives of the Queens Street Action Group (QUAG) are in favour of the Brigg scheme being made permanent.
- 7.2 It is anticipated the existing 19 permits will be renewed in the coming year but with inevitable fluctuation up and down in the future as residents relocate.
- 7.3 A number of residents from other areas of North Lincolnshire have contacted the council to request residents' parking for their areas. Extending the scope of the current scheme, on an experimental basis, will enable positive action to be taken to address residents' concerns

and also to assess the longer-term feasibility of the residents' parking scheme.

8. RECOMMENDATIONS

- 8.1 Approve making the trial resident's parking scheme in Brigg permanent
- 8.2 Approve extending the scope of residents' parking, on an experimental basis, to include various streets where there are known problems, subject to any council-wide scheme remaining cost-neutral overall
- 8.3 That, for the time being, residents' parking schemes be limited to providing exemptions from existing limited waiting restrictions.
- 8.4 That residents' parking schemes should satisfy the proposed qualifying criteria in Appendix A.
- 8.5 That, over the period of any new trial residents' parking schemes, those schemes be closely monitored and wider consultation be carried out, to inform the development a more comprehensive residents' parking policy in the future.
- 8.6 That consideration is given to the introduction of a weighted scoring system to aid future prioritisation and decision-making on residents' parking scheme qualification.

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Background Papers used in the preparation of this report:

Records of previous correspondence within Safer Roads Division scheme file.
Consultation letters held within Safer Roads Division scheme file.

APPENDIX A

PROPOSED QUALIFYING CRITERIA FOR RESIDENTS' PARKING SCHEMES

In order to ensure that the use of residents' parking schemes is proportionate, and does not unreasonably compromise the wider objectives of the council's parking policy (particularly with regard to supporting local businesses) proposed residents' parking schemes must meet the following criteria before they will be approved.

1. There must be a significant local factor driving the need for residents' parking
e.g. your street must be located close to one or more of the following:
 - a. Areas of significant commercial activity (e.g. main shopping streets)
 - b. Areas close to where significant employing organisations are located (e.g. hospitals, factories, council offices, police stations)
 - c. Areas close to regularly used entertainment or sporting venues
 - d. Areas close to transport interchanges

(Note: Other than in exceptional circumstances, living close to schools will not be regarded as a qualifying criteria)
2. Any residents' parking scheme should not unreasonably inhibit the use of the public highway by other road users going about their day-to-day business
3. Even if one or more of the above criteria are met, there must be a problem significant enough to be causing unreasonable inconvenience or hardship for residents
4. Residents parking schemes will be restricted to streets where properties do not have alternative off-street parking available (e.g. a drive, a garage, access to lock-up garages within a reasonable distance etc).
5. Multiple car ownership will not be a reason for providing residents' parking
6. Residents' parking schemes will not be approved for reasons of assisting people with disabilities, unless all other necessary qualifying criteria in this list are met
7. Residents' parking will not be approved if parking problems are caused by other local residents