



Committee report

Committee	CABINET
Date	13 SEPTEMBER 2018
Title	RESIDENT PARKING ZONES
Report of	CABINET MEMBER FOR INFRASTRUCTURE AND TRANSPORT

EXECUTIVE SUMMARY

1. This report provides the results of the Resident Parking Zone (RPZ) Consultation which took place between 15th February and 15th March 2018. The consultation was undertaken on the draft guidelines after the Parking Strategy consultation of June 2016 had indicated that the public were keen to see the introduction of further zones across the Island.
2. It shows the key findings from the consultation and recommends changes to the guidelines as a result.
3. It also suggests a charging structure for such schemes and identifies the resources that will be required to administer and deliver RPZ's schemes across the Island.

BACKGROUND

4. The Council has a number of Resident Parking Zones that have been introduced over the years and comply with the Regulation 4 of the Traffic Signs Regulations and General Directions Act 2002. The Zones are located in Cowes, Newport, Ryde, Yarmouth, Sandown and Shanklin.
5. Whilst such RPZ have been created there is currently no guidelines/policy on how to introduce further schemes across the Island where required. The need to provide such guidelines and implement such schemes was supported by the Parking Strategy consultation of 2016.
6. A draft guidance and policy was created early 2018 and the consultation with resident took place between 15th February and 15th March 2018.
7. Business permits have historically been created in the existing resident zones. A separate report on these will be written to discuss the future of such arrangements.

FINANCIAL / BUDGET IMPLICATIONS

8. Resident Parking Zone charges are introduced to meet the costs associated with their introduction. The legislation only allows Councils to generate an income that offsets the cost of setting up and administering the process.
9. The cost of the administration of the Policy is quite considerable due to the consultation process. In addition there is the cost and ongoing maintenance of the signs and lines on the public highway and the ongoing administration of the scheme.
10. In order to meet the demand for such zones it has been estimated that one full time member of staff could deal with in the region of six applications a year, although this is dependent on the size and nature of the zone. In many cases whilst the applications may need to be administered the suggested zones may not meet the requirements, or residents, on consultation may not agree that a zone needs to be implemented. In these cases the Council will have all the cost and no income to offset these costs.
11. The tables in Appendix 5 assumes that only 50% of those roads requested in any one year might meet the requirements, it also assumes by way of example that the average street has 100 households purchasing in the region of 1.5 permits per annum and then models these across the various priced permit categories. On that basis the table in Appendix 5 models the income and expenditure over time at various price options.
12. The cost of the signs and lines and the relevant Traffic orders and advertising are costed in the model based on estimates of a typical street with 100 homes. The cost of accrual into the PFI contract of the signs and lines is also included in the model.
13. The cost of an officer to undertake these works would be in the region of 30K per annum. On the assumption that the income derived from the introduction of new RPZ will not be available in the first year and be limited in the second year, a bid to the transformation fund to cover up the start-up cost will be required. Thereafter the cost will be recovered and future cost met. The key risk remains if the assumptions are incorrect and insufficient zones are created to offset the costs

STRATEGIC CONTEXT

14. The introduction of Parking Strategy and the Resident Parking Policy will enable the authority to deliver national and regional policy associated with traffic regulation and acts. It will support the Island's transport plan 2011-2038 and support the strategic asset management plan 2006. It will also support the delivery of the outcome set out in the corporate plan.

In supporting such plans and policies the strategy will seek to provide

- Greater support for local residents and visitors
- An improved local environment, including reduced carbon emissions; and
- Develop local implementation plans in key areas

CONSULTATION

15. The consultation on the RPZ policy took place between 15 February and 15 of March 2018. The consultation was by Survey Monkey the questions can be found in Appendix 1, There were 379 respondents most being made by residents currently not living in an existing RPZ. Newport Town Council and Newport's Isle of Wight Council members also responded by letters attached Appendix 3.
16. Generally residents were happy with the detailed policy. There were a significant number of people that felt that the first permit should be priced at around the £50 but that the second permit could be higher. Most people felt that the permits should not be provided for more than two cars per household. The most significant and common responses are attached in Appendix 2 and the results of the full consultation are in Appendix 4.

CARBON EMISSIONS

17. The reduction in the number of spaces for commuters may result in a greater use of off street parking. Journey times may then reduce as car owners will spend less time driving around residential streets looking for areas to park for free.

LEGAL IMPLICATIONS

18. By virtue of s45 of [Road Traffic Regulation Act 1984](#), a local authority has the power to designate parking places on the highway, to charge for their use and to issue parking permits for a charge. This power allows the council to introduce the resident parking zones and charge. When making a decision as to which zones are to be designated as a Residents parking zone the council shall consider both the interests of traffic and those of the owners and occupiers of adjoining property. It should also have regard to the need for maintaining the free movement of traffic; the need for maintaining reasonable access to premises; and the extent to which off-street parking accommodation, whether in the open or under cover, is available in the neighbourhood or the provision of such parking accommodation is likely to be encouraged there by the designation of parking places.
19. The council has a more general duty under s122 of the same act to, so far as is reasonably practicable, 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.

EQUALITY AND DIVERSITY

20. The council as a public body is required to meet its statutory obligations under the Equality Act 2010 to have due regard to eliminate unlawful discrimination, promote equal opportunities between people from different groups and to foster good relations between people who share a protected characteristic and people who do not share it. The protected characteristics are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. None of the identified groups are likely to be adversely affected by the recommendations of this report.

21. No adverse effects on any of the protected groups were identified through the consultation. It has no effect on the rights of blue badge holders and is independent from the process of identifying disabled bays.

OPTIONS

22. **OPTION A**

Accommodate changes in the policy as a result of the consultation namely that 80% rather than 85% of kerbside space should be occupied at peak times before a scheme applies to a street. In addition that no more than 50% of people in the street concerned should have a parking space available/garage for a scheme to proceed

23. **OPTION B**

Accept the Resident Parking Zones Policy, employ a member of staff to deliver 6 resident parking zones per annum and deliver these based on charging £60 for the first permit and £100 for the second car.

24. **OPTION C**

Accept the Resident Parking Zones Policy, but consider additional members of staff to increase the number of Zones delivered per annum and or consider varying price options.

25. **OPTION D**

Not to accept the Resident Parking Zones Policy and not to deliver additional Zones.

RISK MANAGEMENT

26. There is a reputational risk of not considering or accepting the policy as the consultation to date has very strongly indicated that this is required by the public.
27. RPZ will displace commuters into other streets or pay and display parking facilities. Recognition of displacement into neighbouring roads needs to be considered as does the amount of current vacant spaces in pay and display parking areas. Consideration should be given to Controlled Parking Zones (RPZ for numerous roads in a geographic areas) as has been indicated in the consultation. However this would require considerable resource and new parking areas need to be provided.
28. Whilst the needs of residents will be accommodated however there will be issues with those that are displaced which will need to be managed. There will also be residents with more than two cars per household that may not be supportive of such schemes.
29. As indicated there is the risk of the cost of consultation and administration of requests for a given area may then not lead to a scheme being adopted as a result no income will be derived that to cover the cost.
30. There is continued pressure on members to introduce these, consideration will need to be given to how we prioritise these applications as its unlikely we will be

able to meet the demand for these as quickly as the public require us to do due to the resources required to introduce them.

EVALUATION

31. The parking strategy consultation strongly suggested that residents require RPZ. This is supported by the number of requests made to the authority. Without the policy and resources required to implement these, we will not be able to introduce these in an effective way.

The policy will ensure that zones are only implemented where they are required and where the majority of residents are supportive of their introduction. Pricing is a key factor; however it is important that these schemes cover their costs. The authority gets continued requests for such schemes and it may be that a process needs to be agreed to decide which areas are tackled first or whether further resources are considered at this or at a later stage to carry out more than s RPZ's per annum.

RECOMMENDATION

32. To implement Option A and B:

Accommodate changes in the policy as a result of the consultation namely that 80% rather than 85% of kerbside space should be occupied at peak times before a scheme applies to a street. In addition that no more than 50% of people in the street concerned should have a parking space available/garage for a scheme to proceed

To Accept the Resident Parking Zones Policy, after a transformation bid request to employ a member of staff to deliver six resident parking zones per annum and deliver these based on charging £60 for the first permit and £100 for the second car.

APPENDICIES ATTACHED

33. [Appendix 1](#) - Consultation questions
[Appendix 2](#) - Summary of Consultation responses
[Appendix 3](#) - Letter form the consultation process
[Appendix 4](#) - Results of the consultation
[Appendix 5](#) - Financial modelling

BACKGROUND PAPERS

34. Executive Report 12 January 2016 – Parking Strategy
<https://www.iwight.com/Meetings/committees/Executive/12-1-17/agenda.pdf>
35. [Resident Parking Policy Guidelines](#)

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