

Bath & North East Somerset Council		
DECISION MAKER:	Cllr Anthony Clark, Cabinet Member for Transport	
DECISION DATE:	On or after 12th November 2016	EXECUTIVE FORWARD PLAN REFERENCE:
		E 2911
TITLE:	Allocation of Parking Permits in Controlled Zones	
WARD:	All	
AN OPEN PUBLIC ITEM		
<p>List of attachments to this report:</p> <p>Appendix 1 – Draft Allocation of Parking Permits in Controlled Zones Policy</p> <p>Appendix 2 – E1176 Residents Parking Permits Single Member Decision 2006</p> <p>Appendix 3 – Equalities Impact Assessment</p> <p>Appendix 4 – Current and potential demand for Parking Permits by Residential Properties within Controlled Parking Zones</p>		

1 THE ISSUE

- 1.1 The existing policy of parking permit eligibility, within controlled parking zones is based upon a Single Member Decision (“Decision”) made in 2006 (Appendix 2) which is now in need of review and updating.
- 1.2 The operational application and implementation of the Decision, over the past 10 years, has highlighted a number of issues which require further clarity within the new policy.

2 RECOMMENDATION

The Cabinet Member is asked to agree:

- 2.1 That the draft policy is adopted as set out in Appendix 1.
- 2.2 That delegated powers are given to the Divisional Director for Environmental Services, in consultation with the Cabinet Member for Transport, to vary the policy to reflect current circumstances and needs when appropriate.

- 2.3 That the delegated powers in 2.2 are only valid where proposed variations to the policy have no material change in the resource implications.

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 3.1 As this is an update to the existing policy, no additional resources are required to implement the policy. All necessary changes can be made to the Council's database for parking permits without further cost.
- 3.2 Council Staff who process parking permit applications will need to be briefed of the changes to the policy. These changes are beneficial to affected staff as they provide greater clarity regarding the eligibility of permits.
- 3.3 This updated policy provides permit entitlement for new developments in zones where the current demand for spaces does not exceed the potential supply. Any additional income generated by this is limited by the potential opportunities for new developments within each zone and it is not therefore possible to predict this.

4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

- 4.1 A proportionate Equalities Impact Assessment has been carried out. No discriminatory factors have been identified. The Equalities Impact Assessment is attached at Appendix 3.

5 THE REPORT

- 5.1 Residents within a controlled parking zone are currently entitled to purchase two parking permits per property; this is limited to one per property in the Central zone.
- 5.2 The cumulative impact of new development proposals with limited or no parking provisions and the sub division of existing properties all place demands on the limited availability of on-street parking.
- 5.3 Increased demand therefore needs to be managed to avoid the introduction of waiting lists or further reducing the parking permit entitlement for residents within a zone.
- 5.4 On 14 August 2006 a decision by Cllr Sir Elgar Jenkins, the then Cabinet Member for Transport, set out a policy which excluded new development proposals or proposals which by virtue of demolition and rebuilding or sub division in zones where the number of parking permits in circulation exceeds the available on-street parking space. This policy is applied to all affected properties within a controlled zone which are registered within the Land Registry Property Gazetteer (LRPG) or with planning approval after this date. The existing policy is 10 years old. This report aims to develop the existing policy, providing clarification and addressing issues raised through its operational application when processing requests for parking permits.

- 5.6 The demand for residents parking permits across the city's 19 controlled parking zones has increased year on year for the last three years (Appendix 4) based on an assessment of available parking kerb space, against the number of permits issued and the number of eligible addresses.
- 5.7 Appendix 4 identifies a number of controlled zones which have extremely high demand for limited spaces and this can result in permit holders having difficulty locating spaces, especially at peak times. Permits are sold as membership of a scheme (whereby permits are granted according to certain criteria) and not as a right to a paid for parking space. Providing new developments, however, with permit entitlement in an oversubscribed zone places even more pressure on the limited availability of parking space.
- 5.8 This new policy changes wording in the existing Decision so that potential demand, rather than current demand, is the main driver to the consideration of permit entitlement.
- 5.9 Potential demand assesses the maximum number of residents permits that could be purchased if all those eligible were to exercise this right. This ensures that the Council has greater control over the longer term impacts within the zone and matches the Getting Around Bath – Transport Strategy for Bath; Overarching Policy GABP1:
- “ That a strong emphasis should be given to reducing the impact of vehicles by supporting trips that are made by means other than car, particularly walking and cycling with more people using improved bus and rail networks.”*
- 5.10 Potential demand does not include permits for visitors or any permit provided to a business (where multiple permit types are available). These permits are generally provided for short term usage within a zone.
- 5.11 This change also ensures that zones with capacity are not underutilised making more efficient use of available parking kerb space.
- 5.12 The new policy explicitly states that the eligibility applies for any on-street parking permit issued by the Council within the relevant controlled parking zone and is not restricted to any permit type.
- 5.13 By including all on-street permit types within the new policy it ensures that a fairer and more consistent approach to the eligibility of permits is applied to all road users and that no one group or stakeholder is favoured over another.
- 5.14 Equal assessment of commercial and residential developments will ensure that all new development proposals, within a controlled zone, give consideration to more sustainable modes of travel other than a private car and that future occupiers are not discouraged from using alternative forms of transport by virtue of having access to a permit. This will help to meet

several key objectives within the BANES Joint Local Transport Plan, i.e. reduce exhaust emissions, support economic growth, contribute to safety and improve the quality of life and a healthy natural environment..

6 RATIONALE

- 6.1 The proposal to review the existing policy ensures that the Council is able to manage the expected future increases in parking permit demand within controlled parking zones as vehicle ownership continues to rise.
- 6.2 The provision of parking permits to new development proposals within the city is contrary to the objectives and policies within the Council's Core Strategy.

7 OTHER OPTIONS CONSIDERED

- 7.1 In regards to this proposal the following options were considered:
 - (1) To continue with the existing policy – this was rejected as the city as a whole has moved on and the Decision is out of date or not clear enough to allow decisions to be made without the risk of challenge.
 - (2) To remove the policy and issue all properties with permits – this was rejected as the parking pressure is growing due to rises in car ownership and reductions of available space in some areas due to redevelopment or public realm improvements (e.g the Saw Close development). The Council is committed to reducing the impact of the motor car in the whole of Bath and North East Somerset.
 - (3) Introduction of an upper limit to the number of permits available to residents within a controlled parking zone and the management of this through waiting lists. This was rejected as new applicants, in a zone where the upper limit had been reached, would be entered on a waiting list until such time as a permit was surrendered or not renewed. This could result in lengthy waiting lists, especially in zones with high demand (Appendix 4) and additional administration.

8 CONSULTATION

- 8.1 Ward Councillors; Cabinet members; Staff; Other B&NES Services; Local Residents; Other Public Sector Bodies.
- 8.2 The Monitoring Officer and Section 151 Officer have been given opportunity to review and input into this report.

9 RISK MANAGEMENT

- 9.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.

Contact person	Andrew Dunn – (01225) 395415
Background papers	<i>E1176 Residents Parking Permits Single Member Decision 2006</i>
Please contact the report author if you need to access this report in an alternative format	