

Decision Register Entry

Executive Fwd Plan Reference

E1176

Allocation of Residents Parking Permits within Controlled Zones

Decision maker/s	Cllr Sir Elgar Jenkins, Executive Member for Transportation and Highways
The Issue	<p>To further manage the demand for on street parking and avoid the introduction of waiting lists or further limiting the parking permit entitlement currently in operation in Bath and North East Somerset. Over time it may become necessary to intervene and make changes to the current practices thus reducing the future number of permits to households to one each in all zones and possibly reduce/remove the visitor permit allocation altogether. It is considered appropriate to plan ahead in this respect. For the sake of clarity any change to the traffic regulation orders approved are designed to deal with new development proposals or proposals which by virtue of demolition and rebuilding or sub division bring about increased demand for parking permits where limited or no parking is provided with the development. Existing permit holders will not be affected. It is evident from the table overleaf that the number of permit issued is oversubscribed in terms of number of bays in some of the zones.</p> <p>The cumulative impact of new development proposals with limited or no parking provision and the sub division of existing properties all place demands on the limited available on-street parking. Inconsistency can occur when using the planning process to ensure new developments, which are predicated on the basis of no or low levels of parking, do not then go on to be issued parking permits post development, thereby adding to cumulative impact. Inconsistency and lack of clarity leads to uncertainty for all concerned and makes planning appeals difficult to defend.</p>
Decision Date	14 th August 2006
The decision	<p>The Executive Member has agreed that:</p> <p>A change to the Bath (not Keynsham) Residents Parking Traffic Regulation Orders, the effect of which will be to exclude the occupants from holding residents visitors or business permits. The exclusion applies to 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 will not affect blue badge holders for they are not required to display a permit providing they display their blue badge.</p>
Rationale for decision	<p>Neither of the two potential solutions referred to above are recommended as a way forward. It is considered that the option to amend the traffic regulation order would be less controversial and more equitable than introducing waiting lists or a reduction in permit allocation per household. This approach has been adopted by</p>

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	Salisbury District Council and Plymouth City Council. The reason being, that many of the development proposals are predicated on the basis that little or no parking provision is made on the basis of accessibility to the sites by modes of travel other than the private car. It follows that future occupiers should not be discouraged from using alternative modes of travel by virtue of issuing permits.
Financial and budget implications	None
Issues considered	<i>Social Inclusion; Customer Focus; Human Rights; Corporate Impact on Staff; Other Legal Considerations</i>
Consultation undertaken	Consultation is with Legal and Planning Services. Further consultation will be taken as part of the traffic regulation order advert process
How consultation was carried out	Discussion
Other options considered	<p>In order to avoid the current inconsistency which has stemmed from recent planning decisions, and to manage the available on-street parking to reduce or contain the potential for further injudicious parking, consideration now needs to be given to alternatives to reduce the increasing pressure for on-street parking. Two other ways of dealing with the problem could be to introduce waiting lists for permits or reduce the number of permits issued in zones where more than one permit is currently issued per household.</p> <p>Waiting lists would mean that new applicants for permits would be entered on a list until such time as someone surrendered a permit. This could result in lengthy waiting lists and additional administration. Reducing the existing permit allocation per household in Zone 1-10 is another alternative but is recommended for rejection because it could be potentially controversial. It would introduce a change in circumstances for existing permit holder. Altering the TRO makes it clear from the outset of new development that there is no entitlement to permits.</p>

Signatures of Decision Makers	
Date of Signature	