

**CYNGOR SIR POWYS COUNTY COUNCIL**

**PORTFOLIO HOLDER DELEGATED DECISION**

**By**

**County Councillor John Brunt (Portfolio Holder for Highways)**

**May 2017**

**REPORT AUTHOR: Tony Caine, Road Safety and Traffic Systems Manager**

**SUBJECT: Residents Parking**

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**REPORT FOR: Decision**

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**1. Summary**

A policy for on street residents parking was approved at the meeting of the Cabinet Executive on 26 February 2013 following representations being made particularly from Hay on Wye Town Council and the Campaign for Realistic Approach to Parking within Hay to have such a scheme for their town. The policy provides a framework which allows residents to achieve a greater chance of being able to find parking in close proximity to their properties in areas where commuters or visitors to a town use residential streets to avoid more appropriate parking within pay and display off street car parks.

The policy was adopted on the basis of a trial being undertaken within Hay on Wye and, subject to any practical adjustments, be implemented across the County.

This report summarises the findings of the trials and recommends the changes to the policy which were highlighted following the trials.

**2. Background**

Following consultations within the Hay on Wye to refine a proposed scheme, the residents parking went live within Hay on Wye on the 1 May 2015.

In addition to the trial in Hay on Wye, it was also decided to trial a scheme within Newtown to offer a balance in the type of scheme. The Hay scheme was a wide area scheme covering the central core of the town where as the Newtown Scheme was focussed on 2 distinct areas within the town. The zones within Newtown went operational on the 5<sup>th</sup> October 2015.

Details of the uptake of permits is enclosed within the Appendix for reference.

## 2.1 Hay on Wye Zone

County Councillor Gareth Ratcliffe and Hay on Wye Town Council have reported that the scheme is a success within the town with the only concern over some businesses obtaining permits by registering vehicles to the residential property associated with the business but they do not reside there. For the trial schemes the requirement to prove residency by the provision of a council tax, utility bill or other similar proof was not undertaken and therefore for the future it is recommended that these checks do take place.

During the first year there were 64 permits issued and to date during the second year 63 permits have been issued. In total 65 permits are currently valid. This equates to approximately 16% take up by the number of qualifying properties within the zone.

## 2.2 Newtown Zone A [Milford Road]

During the first year of implementation 3 permits were issued within the first month. All 3 of these were renewed prior to the commencement of the second year of operation. There are only 3 qualifying properties within this zone thus there has been a 100% take up.

County Councillor Peter Harris has reported there have been no problems with this zone to his knowledge.

## 2.3 Newtown Zone B [Park Street and Frolic Street]

County Councillor Joy Jones has advised that there has been no complaints or concerns of the Newtown zone B since it has been implemented.

During the first year of implementation 10 permits were issued, 8 within the first month. However so far there have been only 4 issued in the first 2 months of the second year meaning only 5 permits are currently valid within this zone. Based on these numbers it appears 5 people have chosen not to renew the permit so far.

## 3. Discussion

The trials have been implemented successfully with no major complaints being received.

Practical issues over the linking of the resident to the property requires greater scrutiny with more evidence the applicant resides within the zone. Therefore as part of the application process, a form of proof by the way of council tax bill, utility bill or bank statement will also be required in addition to the proof the vehicle is registered to the property.

The size of the zone raises some concerns when considered against the level of investment required in both the initial set up costs as well as the ongoing expectation of a sufficient level of enforcement to ensure the scheme is

worthwhile. The set up costs include amongst other elements; the drafting of the proposals and consultations, making a traffic order, set up costs of necessary on line forms etc to allow residents to apply for the permits, changes/new traffic signs and road markings. Given this it is considered that there should be a minimum number of properties required within a qualifying zone which would benefit from the residents parking to ensure that cost recovery is achieved within a reasonable period of time.

Based on an estimate £5,000 to implement an individual scheme, sales of 16 permits at £65 per year for each scheme needs to be achieved on average to ensure cost recovery within 5 years. It is recognised that there would be varying sizes of residents parking schemes across the county as each one would be bespoke to individual circumstances. Therefore to ensure full cost recovery is achieved within a reasonable time scale it is considered that there should be a minimum of 10 properties with no off street parking within an identified qualifying zone.

The cost of the permit was included within the policy for the trials and it is recommended to maintain the charge level for the permit. However it is considered that should any additional permits be made available there is no justification for charging a higher rate. Although most other Authorities charge a higher fee for a secondary permit, it is considered that this goes against the legislation that permits the Authority to charge for on street parking and could therefore be subject to legal challenge. Therefore should any additional permits be issued then these should be issued at the same rate.

The administration charge set by the original policy should remain the same as this reflects the costs in cancelling an old permit and creating a replacement.

The following annual charges apply:

Residents Permit	£65
Administration fee for all replacements, changes of details or refunds	£25

These charges will be reviewed as appropriate and included within the department's schedule of highway charges [Licences Authorisations, Permissions, Approvals and Notices] when next updated.

Both trial schemes have in addition to the permit holders all day parking allowed for visitors to stay for up to 1 hour without a permit. This facility appears to provide sufficiently for the needs of the residents, especially those in receipt or regular multiple daily visits from carers. Therefore it is not considered that visitor permits need to be issued at this time and have thus been excluded from the revised policy.

#### **4. Proposal**

To make revisions to the policy based upon feedback from the trial and roll it out to other towns within Powys subject to the ranking of individual schemes and the availability of resources.

A copy of the revised Policy is enclosed in the Appendix to this report.

#### **5. One Powys Plan**

##### Integrated Health and Adult Social Care

The policy provides provision of a resident parking scheme to include limited waiting. This is especially important where residents within the zone require carers to be able to park close to the home of a person under their care. In areas where residents parking would be appropriate there would be an existing parking problem where carers etc would find parking close by difficult. This policy may therefore provide a benefit within this area to meeting this goal.

In addition the use of a private motor vehicle is an essential lifeline to residents living in such a rural county as Powys. Issues relating to parking may be a deciding factor when elderly people decide to give up driving. Therefore this policy may increase the likelihood of elderly drivers continuing to drive if they are able to park more easily near to their home and thus be more independent and continue to be independent.

##### Stronger, Safer and Economically Viable Communities

The policy will assist in the service being fit for purpose as well as it being financially balanced. Whilst there is no legal right to park on the highway it is recognised that residents in certain areas are inconvenienced by visitors/commuters to a town who take up spaces within residential streets. Readdressing this balance by restricting the use of the street in favour of the resident will also encourage the visitors/commuters to the town to make use of the more appropriate off street facilities available.

#### **6. Options Considered/Available**

Option 1 – Not to accept the changes roll out the existing policy to other areas across Powys subject to the ranking of individual schemes and the availability of resources.

Option 2 – To approve the revision to the Policy and roll it out to other towns within Powys subject to the ranking of individual schemes and the availability of resources.

## **7. Preferred Choice and Reasons**

Option 2 is the preferred option.

Whilst it should be noted that there is no right to park on a highway, the only legal right being to pass and re-pass, it is desirable to introduce residents parking schemes to control parking and to discourage commuters who should be encouraged to make better use of more appropriate off-street facilities. Whilst both options considered will achieve this Option 2 takes on board feedback from the trials and simplifies the text to ensure it is more practical.

## **8. Sustainability and Environmental Issues/Equalities/Crime and Disorder,/Welsh Language/Other Policies etc**

A completed impact assessment has been completed and is to be considered as part of the decision making process.

## **9. Children and Young People's Impact Statement - Safeguarding and Wellbeing**

Not Applicable

## **10. Local Member(s)**

Comments from Local members has been include within section 2 of this report.

Whilst not formally consulted over this report, other Local Members or Town Councils have expressed that they would like to see residents parking within their areas to the benefit of constituents who find it difficult to park near their homes.

## **11. Other Front Line Services**

Not Applicable

## **12. Support Services (Legal, Finance, Corporate Property, HR, ICT, Business Services)**

The Solicitor – Highways and Enforcement notes the report but has no comment.

The Finance Business Partner Place notes the contents of the report, any additional costs incurred would be need to be funded from existing resources as no additional funding has been provided.

The Professional Lead - Strategic Property supports the recommendation.

### 13. Local Service Board/Partnerships/Stakeholders etc

Not applicable

### 14. Corporate Communications

The report is of public interest and requires use of news release and social media to publicise the decision.

### 15. Statutory Officers

The Strategic Director Resources (S151 Officer) notes the comments made by finance.

Monitoring officer notes the comments made by the Solicitor – Highways and Enforcement.

### 16. Members' Interests

The Monitoring Officer is not aware of any specific interests that may arise in relation to this report. If Members have an interest they should declare it at the start of the meeting and complete the relevant notification form.

### 17. Future Status of the Report

Members are invited to consider the future status of this report and whether it can be made available to the press and public either immediately following the meeting or at some specified point in the future.

<b>Recommendation:</b>	<b>Reason for Recommendation:</b>
<b>1 To approve version 2 of the Residents Parking Policy dated December 2016.</b>	<b>To allow other towns or communities from benefitting from a residential parking scheme following the trials within Hay on Wye and Newtown.</b>

<b>Relevant Policy (ies):</b>			
<b>Within Policy:</b>	<b>Y</b>	<b>Within Budget:</b>	<b>Y</b>

<b>Relevant Local Member(s):</b>	<b>n/a</b>
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<b>Person(s) To Implement Decision:</b>	<b>Tony Caine</b>
<b>Date By When Decision To Be Implemented:</b>	<b>N/A</b>

<b>Contact Officer Name:</b>	<b>Tel:</b>	<b>Email:</b>
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**Background Papers used to prepare Report:**  
**Cabinet Executive Minutes 26 February 2013**

CABINET REPORT TEMPLATE VERSION 3

### Uptake Hay on Wye

Month	Year 1	Year 2*
1	52	48
2	4	4
3		1
4		2
5	3	3
6	3	3
7		2
8	1	
10	1	
<b>Total</b>	<b>64</b>	<b>63</b>

\*- to 30 November 2016 [month 7]

### Uptake Newtown Zone A (Milford Road)

Month	Year 1	Year 2*
1	3	3
<b>Total</b>	<b>3</b>	<b>3</b>

\*- to 30 November 2016 [month 2]

Not only 3 properties within qualifying zone therefore 100% take up.

### Uptake Newtown Zone B (Parks Street/Frolic Street)

Month	Year 1	Year 2*
1	8	3
2	1	1
12	1	
<b>Total</b>	<b>10</b>	<b>4</b>

\*- to 30 November 2016 [month 2]