

ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

Date of Meeting	Friday 16 June 2017
Report Subject	Update on the Provision of Residents Parking Schemes and Designated Disabled Bays on the Highway Network
Cabinet Member	Cabinet Member Streetscene and Countryside
Report Author	Chief Officer - Streetscene And Transportation
Type of Report	Operational

EXECUTIVE SUMMARY

The main purpose of the highway is to facilitate traffic movements however parking is accepted where it does not impact upon the movement of traffic, create a safety hazard, obstruct emergency vehicle access or access to properties. In some areas parking on the highway is controlled by restrictions (yellow lines), which are backed up by legal Traffic Regulation Orders (TRO's). Where there is a need for residents to park on street, in the absence of off street parking places, a Resident Parking Scheme can be implemented to allow residents to park in marked bays outside their properties when displaying a valid permit.

Flintshire County Council adopted a Resident Parking Scheme policy in 2013 to assist those living in properties without adequate off street parking arrangements and who have problems parking outside their own properties due to businesses or other motorists utilising the available spaces.

Currently there is no set criteria for prioritising Resident Parking Scheme requests or limiting how many schemes can be considered and this report recommends a process for prioritising schemes and limiting the number of projects that can be progressed each year. The report also seeks a recommendation to update the policy to reflect the process for further consultation where there have been changes in circumstances at particular locations.

The demand for on-street Disabled Parking Spaces has steadily increased in recent years and this report also details how the requests for such spaces are dealt with.

RECOMMENDATIONS

1.	That Scrutiny recommends Cabinet approve the changes to the existing Residents Parking Policy
2.	That Scrutiny recommends Cabinet approve the Residents Parking Scheme Assessment Matrix which will be used to prioritise future requests

	for Residents Parking Schemes.
3.	That Scrutiny notes the criteria and process for the provision of marked disabled parking bays on the public highway.

REPORT DETAILS

1.00	EXPLAINING THE REQUIREMENT TO AMMEND THE RESIDENT PARKING POLICY
1.01	Flintshire County Council adopted a Resident Parking Policy in 2013 (Appendix 1) in order to assist residents living in properties without off street parking provisions by providing designated parking on the roads in the locality of their properties. The associated order prevents local businesses or other motorists utilising residential areas for parking to avoid paying car parking charges in the town centres.
1.02	Since the introduction of the policy, a number of schemes have been progressed to the "local ballot" stage however in every case the proposal has failed to obtain the required level of local support at this point of the process and therefore currently no residents parking schemes have been implemented in the County. Significant staff resources are required to bring each proposal to the ballot stage and consequently it is not possible to progress every request for Residents Parking Schemes.
1.03	Despite the lack of successful projects, there is an ever growing demand for Residents Parking Schemes by residents and community areas across the County and a method of prioritising requests is now required. This will limit the number of schemes that can be progressed in each year to match the resources and budget available.
1.04	It is proposed therefore that a Resident Parking Scheme Assessment Matrix (Appendix 2) is implemented to prioritise the requested schemes. This will score the relevant requirements of the policy against the need for the local scheme and is consistent with the Traffic Regulation Order Assessment Matrix which is currently used for prioritising TRO requests. Currently the three highest scoring Resident Parking Schemes will be progressed during each financial year from current budgets within the Streetscene and Transportation portfolio
1.05	<p>The current policy does not define when a proposed scheme can be revisited, once it had been rejected by residents or if a proposal can be reconsidered by a reduced area or zone within the original area. It is therefore proposed that a residents only parking proposal can be reconsidered in the following situations:</p> <ul style="list-style-type: none"> • There has been significant change to the traffic or parking management arrangements in the vicinity, such as increased car parking charges or the implementation of an adjacent Traffic Regulation Order. • A particular street or group of streets within the original zone are experiencing particular parking issues and a proposal to seek

	<p>support for a smaller zone receives the support of both the Local Member and Town/Community Council.</p> <p>Any reassessment would be subject to prioritisation through the matrix detailed within this report and would be considered against all other requested schemes received within that financial year.</p>
1.06	The existing Resident Parking Policy has been updated to include the changes detailed in this report - Appendix 3
1.07	<p>The provision of on-street disabled parking bays</p> <p>A disabled resident, whether permitted to drive a vehicle or not, may apply to Flintshire County Council for an on-street disabled parking bay outside their property. The cost of providing the marking will be chargeable to the resident.</p>
1.08	Following the initial request from the resident, support from the respective Local Member would need to be obtained in the first instance with an extended consultation with residents on either side of applicant's property undertaken thereafter. Provided that no valid objections were raised as part of this process, the applicant can consider one of the following options;
1.09	<p>Option 1</p> <p>Non-formalised bays are generally preferred by applicants given they do not require a legal order and therefore, offer both financial and time savings when compared to implementing a formalised bay. That said, should the bays be misused by non-blue badge holders, the Authority will be powerless to take enforcement action against those drivers who choose to ignore the requirements of the bay. In addition, applicants are made aware that it is not possible for the Authority to reserve a section of the Public Highway for the exclusive use of an individual, and therefore, the bay may also be utilised by other blue badge holders regardless of their home address.</p> <p>The Disabled bays are marked in white on the carriageway and will consist of bilingual markings in accordance with the Authority's Welsh Language Policy.</p> <p>Approximate Cost - £175.</p>
1.10	<p>Option 2</p> <p>Formal On-Street Disabled Bays require the implementation of a legal order and will therefore be subject to a full statutory consultation procedure inviting formal objections against the proposals. The cost of installing a formalised disabled parking bay is substantially higher than the installation of a non-formalised bay however, should the bay be misused by non-blue badge holders the Local Authority can issue offenders with a penalty charge notice. As above, applicants are informed that they will not have exclusive rights to the bay and may be used by other blue badge holders regardless of their home address.</p>

	<p>Applicants are made aware that the outcome of any such consultation exercise cannot be pre-empted, and there is no guarantee that an application will come to fruition despite the costs of formal advertisement being incurred to the applicant.</p> <p>Formal on-street disabled bays are also marked in white on the carriageway and will consist of bilingual markings in accordance with the Authority's Welsh Language Policy with associated signage (also bilingual) placed on the footway or verge.</p> <p>Approximate Cost - £1800.00</p>
1.11	<p>The Traffic Signs Regulations and General Directions 2007 requires on-street disabled bays to have a preferred width of 3.6 metres, with a minimum of 2.7 metres and a length of 6.6 metres. However, the width can be reduced to an absolute minimum of 1.8 metres in some instances. The purpose of the maximum dimensions is to provide for rear and side disabled access clear of either parked vehicles or moving traffic and these requirements often result in some locations failing to meet the minimum requirements with requests being rejected before local consultation even takes place.</p>

2.00	RESOURCE IMPLICATIONS
2.01	<p>Resident only parking schemes are provided from existing budgets within the Streetscene and Transportation portfolio however the cost of arranging and consulting on the order and the required signage and road-markings are recovered through the annual permit costs paid for by each resident.</p>

3.00	CONSULTATIONS REQUIRED / CARRIED OUT
3.01	With Cabinet Member
3.02	Once location has been identified consultation is carried out with Local Member(s), residents and businesses in the locality

4.00	RISK MANAGEMENT
4.01	Vehicle displacement will be considered on a case by case basis
4.02	The number of scheme requests a year will be significantly higher than can be accommodated

5.00	APPENDICES
5.01	Appendix 1 – Current Resident Parking Policy

5.02	Appendix 2 – Resident Parking Scheme Assessment Matrix
5.02	Appendix 3 – Revised Residents Parking Policy

6.00	LIST OF ACCESSIBLE BACKGROUND DOCUMENTS
6.01	<p>Contact Officer: Stephen O Jones Telephone: 01352 704700 E-mail: stephen.o.jones@flintshire.gov.uk</p>

7.00	GLOSSARY OF TERMS
7.01	<p>Resident Parking: Clearly marked parking bays on street outside residential properties which allows parking with a permit only.</p> <p>TRO – Traffic Regulation Order</p>