

BRECKLAND COUNCIL

REPORT OF THE DIRECTOR ORGANISATION DEVELOPMENT **(Author: Mark Broughton, Scrutiny Officer)**

OSC: PARKING TASK & FINISH GROUP – 12 JANUARY 2010

PERMIT PARKING SCHEMES

1. Purpose of Report

This report is a discussion document relating to the general use of parking permit schemes to facilitate Members ongoing review.

2. Recommendation

None, for information only.

Note: In preparing this report, due regard has been had to equality of opportunity, human rights, prevention of crime and disorder, environmental and risk management considerations as appropriate. Relevant officers have been consulted in relation to any legal, financial or human resources implications and comments received are reflected in the report.

3. Information, Issues and Options

Background

3.1 At previous meetings of the Group the issue of permit parking schemes has arisen and this report gives members some background and context to enable the Group to better understand this aspect of the review.

Terminology: Permits v Season Tickets

3.2 There is an immediate general distinction between off street and on street parking when it comes to the term “parking permits”. Permit parking tends to apply only to on street parking whilst “season tickets” more normally refer to off street parking only (i.e. car parks).

Jurisdiction

3.3 In Norfolk, jurisdiction for issuing permits lies solely with the County Council, and the County works closely with any district who wishes to introduce such permit schemes. Correspondence with the County Council regarding the mechanics and logistics of such schemes is attached at Appendix A. The relevant legislation that governs permit parking schemes is the Road Traffic Regulation Act 1984 (sections 45 to 47).

Local Permit Schemes

3.4 The only second tier council in Norfolk which operates an existing permit parking scheme is Great Yarmouth Borough Council. Details of the Yarmouth scheme is shown in Appendix B attached.

3.5 The Yarmouth scheme covers a large part of town's central zone. It is important to note that provision of a permit – and this applies to all such schemes not just in Yarmouth - does not entitle the permit holder (resident) to a defined parking bay or space, but rather to any spaces on designated roads covered by the scheme.

3.6 In Yarmouth, any resident of the streets within the zone is entitled to purchase a permit. This is predicated on proof of residency and ownership or control of a vehicle. There is no limit on the number of resident permits registered to a property, and these cost £25 per annum. In addition, each property is entitled to one visitor permit, also costing £25 p.a. Certain exemptions do apply (to take account of planned or emergency works, community carers access and disabled "Blue Badge" holders) and in any case motorcycles, trikes and mopeds are not covered by the scheme and thus do not require a permit.

Other Examples

3.7 Details of the permit scheme operated by East Herts DC are shown in Appendix C as a comparator. This varies in contrast to the Yarmouth scheme in that there are three types of permit available; a Residents Permit (£58 per annum), Visitor Permit (£58 per annum) and Visitor Tickets priced at £7.50 for a book of ten.

3.8 As explained on their website, "Resident permit parking schemes were first introduced in East Herts in late 2005. These exist in areas, often near railway stations or town centres, which experience persistent parking problems with commuters, shoppers and others who do not live or have businesses on these primarily residential streets". There is clearly a recognition that some priority needs to be afforded to residents where public car parking is in heavy demand.

3.9 These two examples – Yarmouth and East Herts – are fairly typical and other local authorities that have adopted such on street schemes vary only in minor ways relating to costs (charges), exemptions and scope etc.

Issues

3.10 Any contemplation of adopting a permit parking scheme in Attleborough must be considered in the round, taking into account the data already revealed through the UEA study relating to parking choices and constraints in the town. As the review has previously revealed, Attleborough has very limited on street parking in the town centre. Yet at the same time there is a significant amount of residential property in and close to what may be termed the central business district (Exchange Street, High Street, Church Street, Surrogate Street, Connaught Road and Connaught Plain). Reference to the present electoral roll shows that there are over 180 residential properties located on streets in the central area, a significant proportion of which are flats with no or limited dedicated parking provision. In addition there is adjacent residential development in areas which are within close walking distance such as Edenside Drive and New North Road. These are both narrow and highly congested streets.

3.11 The extent and cost of any scheme is at yet unquantifiable but if this was an option the Group wanted to recommend, an analysis of the cost would need to be undertaken at some stage. Nevertheless at this point in time it is clear that there would be costs incurred due to administration, signage, advertising of any scheme, legal work associated with any transgressors and also what level of annual permit price ought to be suggested, bearing in mind any recommended charging regime and the non-Council parking provision in town.

3.12 Likewise, any future scheme would need enforcement to be effective and thus there is the issue of who might provide that enforcement (Breckland Council, Attleborough Town Council through an agency agreement, private company etc).

3.13 There will be a lead time to bear in mind before any permit scheme could be introduced, dependent on the processes and timescales contained in Appendix A.

Options

3.14 None, this is a discussion paper.

4. Risk and Financial Implications

4.1 N/A

5. Legal Implications

5.1 None at this stage

6. Other Implications

6.1 Equalities, S17 Crime & Disorder Act, S40 Natural Environment & Rural Communities Act 2006, Human Rights, Others: None

7. Alignment to Council Priorities

7.1 Building Safer and Stronger Communities

7.2 Your Council, Your Services

8. Ward/Community Affected

8.1 N/A at this stage

Lead Contact Officer:

Mark Broughton – Scrutiny Officer

E-mail: mark.broughton@breckland.gov.uk

Appendices

Appendix A – Letter from Norfolk County Council dated 3 December 2009

Appendix B – Residential Parking Scheme in Great Yarmouth

Appendix C – Resident Parking Schemes, website extract from East Herts DC