

Report of:	Meeting	Date
Cllr Lady Dulcie Atkins, Chairman of the Resident Parking Permit Scheme Task Group and Clare James, Corporate Director Resources	Cabinet	25 March 2020

Resident Parking Permit Scheme Task Group – final report

1. Purpose of report

- 1.1 To report the work of the Resident Parking Permit Scheme to the Cabinet.

2. Outcomes

- 2.1 Increase in income generation to support the Council's Budget whilst maintaining value for money for residents.

3. Recommendations

- 3.1 That the proposals for changes to the Resident Parking Permit Scheme be supported, with the exception of the proposals for introducing charges for Blue Badge holders (see Paragraph 3.2).

The proposals supported by the task group include the following:

- a. A charge of £30 (£25 + VAT) will be made for a permit lasting two years, for use in long stay car parks.
 - b. The entitlement to free parking will be extended from two to three hours.
 - c. Residents who bought or renewed a permit within two years of April 2020 will be given a new permit free of charge for two years (provided they request one by 31 March 2021).
- 3.2 That no parking charges be made for Blue Badge holders.
- 3.3 That no additional designated parking bays be set aside for Blue Badge holders.

- 3.4 That all parking bays, other than designated parking bays, be available for use by all users, with or without a Blue Badge.
- 3.5 That appropriate signage be put in place to make it clear that the designated bays are for people with mobility issues and that other Blue Badge holders, who do not have mobility issues, can park free of charge in any other bay.
- 3.6 That permits be valid for use in more than one car park on the same day.
- 3.7 That if a resident changes their vehicle within six months of purchasing a permit, a replacement could be available to purchase at a reduced cost (a fee of £10 was thought to be appropriate).
- 3.8 That a permit for a second car registered at the same address could be made available for purchase at a reduced cost (a fee of £20 was thought to be appropriate).
- 3.9 That the revised Resident Parking Permit Scheme be publicised widely throughout the borough so that all residents are aware of it and have the opportunity to take part in it.
- 3.10 That the implementation of the recommendations agreed by the Cabinet be reviewed by the Overview and Scrutiny Committee after twelve months.
- 3.11 That the impact of the changes to the Resident Parking Permit Scheme, including the impact of any changes made regarding Blue Badge holders, be reviewed by the Overview and Scrutiny Committee two years after the revised scheme has come into operation.

4. Background

- 4.1 Wyre's Resident Parking Permit Scheme has been in operation since 2002, without a full review. All residents were originally given free parking in the borough on certain car parks and in designated 'R' bays only for up to four hours. This scheme was amended over time to reduce the number of hours to two but with the flexibility to park in any normal bay.
- 4.2 There is uncertainty about how many resident permits are in circulation as they are purchased for the lifetime of a vehicle, initially at a cost of £25. Replacements or renewals for new vehicles cost £10 provided you are already a member of the scheme. Over the past five years an average of 1,290 per year have been issued. The number of permits in Poulton is reducing as a result of an increase in free parking availability. The take-up for the Scheme in Fleetwood is small as the town has a substantial amount of free parking.

4.3 Consideration has been given to reviewing the Scheme for some years. It was recently decided that a new Scheme will be introduced in April 2020. Several criteria have been taken into consideration when agreeing the detail of the revised Scheme including:

- (i) Maintaining or increasing income generation to support the Council's Budget to enable the continued delivery of high quality services;
- (ii) the scheme must be attractive to people who use the car parks and this is informed by the car parking survey undertaken in 2017/2018, and;
- (iii) the scheme should attract people into Wyre's town centres.

4.4 The task group took the view that there were three other specific points regarding the proposed new scheme which, if accepted, would help deliver the three criteria listed in Paragraph 4.3 in a balanced way.

First, it should be possible for a resident to use a permit in more than one car park on the same day, enabling a resident, for example to visit the Poulton market in the morning and then shops in Cleveleys later in the day. The current proposal only permits the use of the permit in one car park on any particular day.

Second, if a resident changes their vehicle within six months of purchasing a new permit, it should be possible to obtain a replacement at a reduced cost, covering the administration involved.

Third, it should be possible to purchase a permit for a second car at the same address at a reduced cost.

5. Key issues and proposals

5.1 The task group is aware that the decision has already been taken to revise the Resident Parking Permit Scheme with effect from April 2020. Members took the view that it was still appropriate for the proposals to be scrutinized and comments made about the possible impact of the changes, particularly for people with disabilities.

5.2 The task group agreed with the view put forward by the Portfolio Holder that the scheme should take into consideration the three main criteria detailed in Paragraph 4.3 of this report.

5.3 The evidence provided to the task group made it clear that, in purely financial terms, the Resident Parking Permit Scheme was run at a cost to the council. However, there are other significant factors that need to be taken into account, including the very clear benefits of the scheme to Wyre residents; the scheme continues to encourage and facilitate people visiting and spending time in town centres rather than relying on an 'out of town' shopping and entertainment provision.

- 5.4** Since 2016 there has been an overall decline in car parking income.
- 5.5** Following expert evidence provided by the Chief Executive of Disability-Equality North West in relation to the implications of parking policies for disabled people, the group took the view that it was unreasonable to charge Blue Badge holders as it added to their disadvantage. It was also unnecessary to increase the number of designated spaces for Blue Badge holders, even though it was likely that the number of people who are entitled to have a Blue Badge would increase with a broadening of the qualifying criteria; a Blue Badge holder should be entitled to park in any bay, free of charge, although the designated bays, which were bigger, should be reserved for people who have mobility issues. The task group was also very concerned that if Blue Badge holders were required to pay (on top of the fee they already paid for the badge itself) it would result in many more people parking on double yellow lines, which Blue Badge Holders were entitled to do for up to three hours.
- 5.6** The task group concluded that the implications of the revised Scheme for Blue Badge holders were significant and detrimental, which is reflected in their recommendations
- 5.7** The consultation carried out by the task group showed that many residents were unaware of the Scheme, a matter that concerned members.

Financial and legal implications	
Finance	The impact of a change to the approved Fees and Charges of not charging for disabled blue badge holders to park is not possible to accurately quantify owing to a lack of data. It is likely that there would be a modest impact on income projections and this would need to be monitored.
Legal	As part of the legal process to vary the charges in the Off Street Parking Places Order, the Council is required to place public notices in the relevant car parks and a notice in the local press.

Other risks/implications: checklist

If there are significant implications arising from this report on any issues marked with a ✓ below, the report author will have consulted with the appropriate specialist officers on those implications and addressed them in the body of the report. There are no significant implications arising directly from this report, for those issues marked with a x.

risks/implications	✓ / x
community safety	x
equality and diversity	✓
sustainability	x
health and safety	x

risks/implications	✓ / x
asset management	x
climate change	x
ICT	x
data protection	x

Processing Personal Data

In addition to considering data protection along with the other risks/ implications, the report author will need to decide if a 'privacy impact assessment (PIA)' is also required. If the decision(s) recommended in this report will result in the collection and processing of personal data for the first time (i.e. purchase of a new system, a new working arrangement with a third party) a PIA will need to have been completed and signed off by Data Protection Officer before the decision is taken in compliance with the Data Protection Act 2018.

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List of appendices

Appendix 1 Resident Parking Permit Scheme Task Group – Final Report