

Open Report on behalf of Andy Gutherson, Executive Director – Place

Report to:	Councillor R G Davies, Executive Councillor for Highways, Transport and I.T.
Date:	Between 23 January 2020 and 30 January 2020
Subject:	Lincolnshire Residents Parking Policy and Parking Review in Grantham
Decision Reference:	I018966
Key decision?	No

Summary:

This report considers the provision of various types of parking restrictions within Grantham and their current suitability to support a vibrant town centre. The report focuses on the need to survey and review town centre parking provision, including measuring the suitability of access for residents, visitors and businesses.

It may be that as part of the solution to some of the parking issues the need for Resident Parking Schemes could be considered. Therefore a proposed countywide Residents Parking Scheme Policy document has been drafted to enable the Council to widen its offer of parking solutions.

Recommendation(s):

That the Executive Councillor for Highways, Transport and IT:

- 1) Approves the carrying out of a parking review of Grantham town centre and nearby residential areas with a report of the outcomes and recommendations to be presented to Members at a later date, and
- 2) approves the adoption of the Lincolnshire Resident Parking Scheme Policy attached at Appendix A.

Alternatives Considered:

1.	To not carry out a Parking Review. Without a detailed report to base decision upon it would be problematical to offer well founded solutions to access and parking issues in the town centre.
2.	To not adopt a Resident Parking Scheme Policy would reduce the ability of the Authority to provide a number of parking solutions, having to rely on the current District Council based schemes instead.

Reasons for Recommendation:

Grantham town centre has seen numerous smaller scale changes to parking provision over the past decade which have partially addressed some issues. However these changes have not achieved all the expected outcomes for public accessibility or improving the support given to High Street businesses above what is already in place.

A review of parking provision across the town centre and those areas affected by commuter parking will provide accurate data on parking and commuting patterns, driver behaviours and traffic flows. The data and observations can be used to shape the options to improve the parking offering and transport choices for town centre residents and visitors to the town centre.

The Council requires the ability to provide a wider suite of solutions to some of the issues identified. The adoption of a countywide Resident Parking Scheme will add to the options available and improve the choices offered to residents. The proposed policy is flexible to the needs of local residents and is self financing.

1. Background

Members for Grantham have been approached by residents and businesses asking for a review of parking provision in the town. There are two main areas of concern that have been expressed.

Residents Parking Scheme

Representations have been made to carry out a review of the availability of parking for residents adjacent to Kings School, Grantham railway station and Castlegate. These areas are affected by commuter parking during the week, making parking for local residents problematical. The review would examine parking patterns in the 3 areas, kerb usage and the availability of off-street parking, including driveways and car parks. The review would also examine traffic flows and the suitability of the current parking restrictions.

Town Centre On-Street Parking

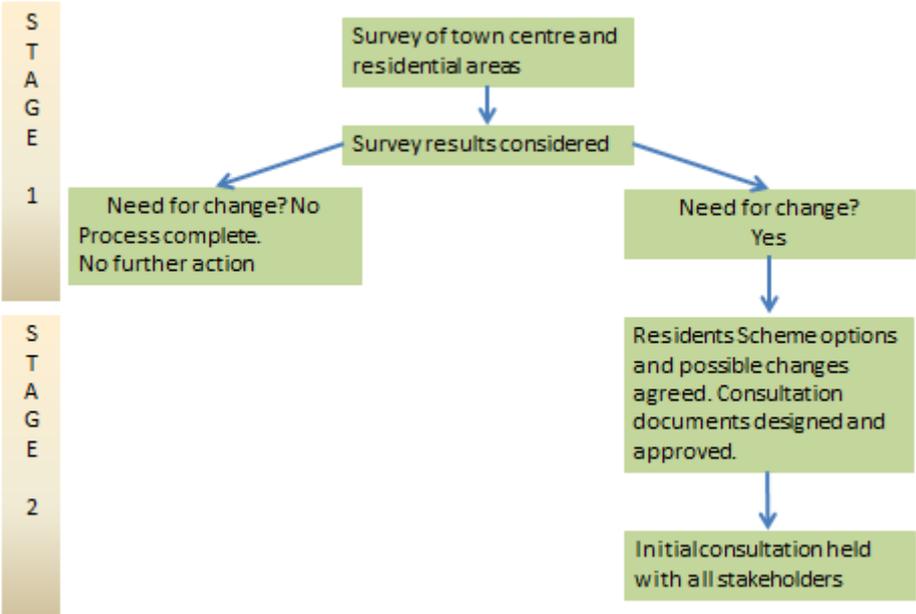
Requests for residents parking should not be considered in isolation. There may be other measures that can help alleviate congestion and improve end of journey options for the public which would lessen the demand on kerb space in residential areas. A survey of parking supply and potential changes to parking regulations would be advantageous when shaping the options to be put forward for consultation. The survey results would also be useful when fed into the overall work undertaken by the Grantham Transport Board to inform the Grantham Transport Strategy.

The review of Grantham town centre parking would also examine potential solutions for businesses that have difficulty with deliveries and to further improve access for the public.

The review of parking and the consideration of residential parking should be considered in stages, as the outcome of the each stage informs the next.

The County Council has very limited resources to carry out an in-depth survey that would take place over a number of months. It would be beneficial to engage with specialist consultants dedicated to the project to ensure that the final report is robust and delivered in line with the specific brief. Initial contact with a consultancy has indicated the estimated cost for a final report (below, stage 1 and 2) is in the region of £80,000, earmarked within the Parking Account reserve.

Other costs, such as printing materials, postage, statistical analysis and open days would be in the region of £20,000, again funded from the Parking Account reserve for a total of £100,000. The intended spend is in line with the limitations contained in section 55 of the Road Traffic and Regulation Act 1984.

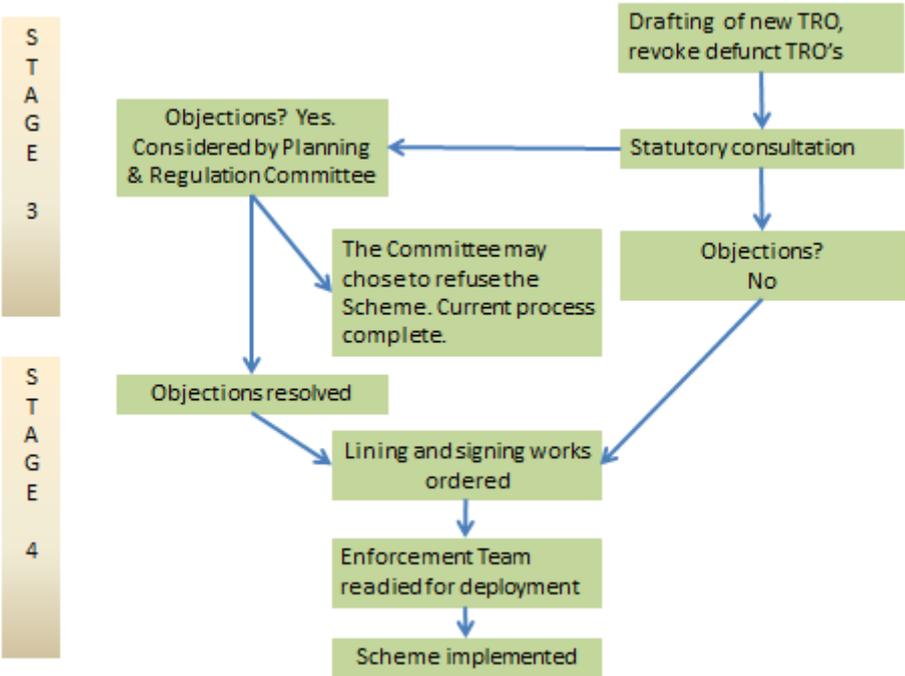


Stage 1 and 2 workflows would consist of:

- Traffic survey of Grantham centre
- Kerb side usage in each potential residential site across a number of weeks
- Traffic flow study
- Suitability of current parking provision, both on and off-street
- Potential changes to on-street parking provision, in line with the developing transport strategy vision and objectives
- Periodical updates of work for the client
- Final survey report with recommendations
- Drafting of consultation document and questionnaire

The end of stage 2 forms a natural break in the process. The outcome of the initial consultation will inform the way forward and either the Resident Parking Scheme or other changes would progress or not depending on the public's response to the questionnaire and the County Council's decision-making process.

Stages 3 and 4 would require further funding to enable the works to be carried out. Stage 3 involves the drawing up and advertising of the traffic regulation orders, revocation of defunct orders and the formal consultation and objection process. Stage 4 involves highways work with the placing of new signs, replacing signs and lining work. Those costs relating to a Resident Parking Scheme would be integrated within the price of each parking permit to ensure no expense is incurred by the Council.



The final step for a successful implementation is to ensure that the Enforcement Team is adequately resourced and readied for deployment to the Resident Parking Scheme to ensure motorists park in consideration of fellow road users and pedestrians.

This Report recommends the carrying out of the review identified above as Stages 1 and 2. Any move to Stages 3 and 4 would require further decisions taken in the light of the feedback from the first two stages.

The current position with Residents Parking Schemes (RPS) in Lincolnshire is that they are requested through District / City Councils who apply a set criteria to support the need. The policy allows 2nd tier authorities to take a view on the suitability of an RPS, to examine residents support, parking pressures and costs via consultation.

The County Council is responsible for ensuring that any RPS conforms to statutory and DfT requirements, is aligned with transport strategies, publish Traffic Regulation Orders, carrying out the required highway works and parking enforcement. The pricing of permits is set to ensure that the Council does not incur on-going costs from such schemes.

This process limits the County Council's own flexibility to take steps to address traffic issues in towns and can lead to inconsistencies in the application of RPS's and the forms they take. The implementation of a County Council Residents Parking Scheme Policy would allow the County to accept petitions from residents and carry out the all the processes as outlined above, including those tasks currently carried out by 2nd tier authorities.

Such a Policy would apply countywide thereby addressing any consistency issues.

The County Scheme would run in parallel to current schemes but would allow increased flexibility to implement traffic management measures to benefit highway users and residents. The suggested changes would be discussed with the District / City Councils to ensure all viewpoints are heard and that clarity over the roles and responsibilities is achieved, prior to the full adoption of any particular RPS.

Resident Parking Schemes require initial and statutory consultation with residents and other bodies, scheme design, Traffic Regulation Orders, signing and lining and enforcement. Therefore to cover the resource and manning requirements the full cost of such schemes are priced into the resident permit costs.

A proposed Lincolnshire County Council Resident Parking Scheme Policy is attached at appendix A for adoption.

2. Legal Issues:

Equality Act 2010

Under section 149 of the Equality Act 2010, the Council must, in the exercise of its functions, have due regard to the need to:

- * Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act
- * Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- * Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The relevant protected characteristics are age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; and sexual orientation

Having due regard to the need to advance equality of opportunity involves having due regard, in particular, to the need to:

- * Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic

* Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it

* Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low

The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities

Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to tackle prejudice, and promote understanding

Compliance with the duties in section 149 may involve treating some persons more favourably than others

The duty cannot be delegated and must be discharged by the decision-maker. To discharge the statutory duty the decision-maker must analyse all the relevant material with the specific statutory obligations in mind. If a risk of adverse impact is identified consideration must be given to measures to avoid that impact as part of the decision making process

The redesign of parking facilities, including resident parking would fully take into account those who may have mobility issues, including the full use of disability "blue badges" and easier accessibility to parking near home, facilities and the High Street, including retail, businesses and local services.

Joint Strategic Needs Analysis (JSNA and the Joint Health and Wellbeing Strategy (JHWS)

The Council must have regard to the Joint Strategic Needs Assessment (JSNA) and the Joint Health & Well Being Strategy (JHWS) in coming to a decision

The proposals presented will potentially improve access to services in the town centre, lower traffic congestion, improve traffic flow, reduce vehicle emissions and improve quality of life for residents in line with the Council Business Plan health and wellbeing objectives.

Crime and Disorder

Under section 17 of the Crime and Disorder Act 1998, the Council must exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area (including anti-social and other behaviour adversely affecting the local environment), the misuse of drugs, alcohol and other substances in its area and re-offending in its area

By introducing measures to better control parking a reduction of inconsiderate parking and obstruction is expected.

3. Conclusion

Changes to shopping habits, mobility and commuting patterns place a heavy burden on the ability of the Council to provide up-to-date parking provisions and solutions without incurring costs. Using the Parking Account reserve to carry out a review of parking and traffic flows will better inform the decisions to be made to alleviate traffic and parking pressures on both High Street areas and where affected, residential areas.

Adding the ability to invoke Resident Parking Schemes across the county adds to the Council's range of options to aid residents faced with overcrowded kerbside parking and help contribute to a better quality of life.

4. Legal Comments:

The Council has the power to carry out the review and adopt the Policy proposed.

The decisions are consistent with the Policy Framework and within the remit of the Executive Councillor.

5. Resource Comments:

As highlighted within the report, the Resident Parking Scheme Policy will be delivered and operated at a neutral cost to Lincolnshire County Council.

Funding for this survey will be from the Civil Parking Enforcement Reserve set up to include this type of expenditure.

6. Consultation

a) Has Local Member Been Consulted?

Yes

b) Has Executive Councillor Been Consulted?

Yes

c) Scrutiny Comments

The report will be considered by the Highways and Transport Scrutiny Committee at its meeting on 20 January 2020. Any comments from the Committee will be presented to the Executive Councillor for Highways, Transport and IT.

d) Have Risks and Impact Analysis been carried out?

Yes

e) Risks and Impact Analysis

The review of parking and the adoption of a Resident Parking Scheme Policy are continuations of the implementation of Civil Parking Enforcement and covered by the risk and impact analysis carried out when the Council adopted the powers under the Traffic Management Act 2004.

7. Appendices

These are listed below and attached at the back of the report	
Appendix A	Lincolnshire Resident Parking Scheme Policy

8. Background Papers

Background Paper	Where it can be viewed
Executive Decision Notice 02106 1 st November 2012 Civil Parking Enforcement	https://lincolnshire.moderngov.co.uk/CeListDocuments.aspx?Committeeld=444&MeetingId=3686&DF=01%2f11%2f2012&Ver=2

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