

Exeter HATOC Residents Parking Working Group Recommendations Report

Report of the Chief Officer for Highways, Infrastructure Development and Waste

Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.

Recommendation: It is recommended that:

- (a) the recommendations of the Working Group are noted;
- (b) the committee endorse those recommendations for presentation to Cabinet to be considered as County Policy;
- (c) the committee agree to a further Working Group to review the setting of pay and display charges in Exeter.

1. Background/Introduction

At the May 2018 meeting of Exeter HATOC a review of the performance and enforcement of residents parking schemes was presented, at the conclusion of this item the committee resolved to further review the management of residents parking in Exeter, resolving that “a Residents Parking Policy Working Group be established comprising the Chair, Councillors Asvachin, Aves and Whitton to review current policy and make recommendations to this Committee and subsequently to the Cabinet.”

A Residents Parking Working Group was established with its first meeting held in November 2018; in the past 18 months the group has met on 7 occasions. The group set out to consider what aspects of Exeter’s residents’ parking strategy, policy, design and ‘rules’ are and are not working for residents, businesses and commuters. The aim was to improve the system for residents, businesses and commuters whilst continuing to support DCC’s work to reduce traffic congestion, improve air quality and reduce the county’s impact on climate change.

During those discussions officers and Members developed terms of reference (see Appendix I) benchmarked other Authorities and reviewed with external agencies including Exeter University. This report presents the recommendations from that group (full recommendations can be seen in Appendix II).

In addition to recommendations contained within this report officers also committed to undertaking a review and update of online information here:

<https://www.devon.gov.uk/roadsandtransport/factsheet/residents-parking-permits/>

Additionally, in response to continued concerns relating to information provided to students attending Exeter University additional information was published here:

<https://www.devon.gov.uk/roadsandtransport/factsheet/residents-parking-permits/who-can-have-a-permit/>

2. Proposal

Through the review process the group aimed to ensure that permits were provided in a way that was proportionate and provided a best balance for the needs of the community, the recommendations developed are included in Appendix II.

As part of the review the group went on to consider whether the current charges for permits were appropriate and concluded that several changes were required. One key recommendation was that a differential charge should be adopted to provide discourage multiple car ownership and encourage uptake of EV and lower emission vehicles (these recommendations are also detailed in Appendix II).

Based on existing charges in Devon and neighbouring Authorities (see Appendix III) the following was proposed:

Vehicle Type	1 st Permit	2 nd Permit	3 rd Permit (onwards)
Motorcycle	£35	£45	£65
Cars - Band A (less than 100g/km)	£35	£45	£65
Cars - Band B – K (101-225g/km)	£35	£55	£65
Cars - Bands L - M (226+ g/km)	£35	£65	£65

There would be no proposal to increase permit provision above the standard 2 permits per household at this time. However, existing grandfather rights which have allow additional permits would remain.

The group also considered changes required to ensure that any scheme could be robustly enforced and recommend investment in virtual permit technology allowing issues caused by cancelled or altered permits being displayed in vehicles to be addressed. In order to allow residents to assist in identifying abuse in their zone an online “look-up” system should be provided (subject to data governance checks).

With regards design considerations for future schemes the group considered that schemes should be designed with an exemption for Co Cars (and other recognised car clubs) to encourage uptake of these services and reduced reliance on private car ownership. It was also recommended that where schools are affected by a new residents parking scheme, consideration should be given to provision for essential vehicles where these cannot be accommodated within the school site. Consideration would be conditional on a live School Travel Plan being in place (<https://www.devon.gov.uk/roadsandtransport/safe-travel/road-safety/schools/school-travel-plans/>)

Finally, further to discussion at Scrutiny (26 March 2019) the group considered the role of Pay & Display in managing congestion and air quality and recommended that a further review is conducted in Exeter. It is recommended that any review should ensure that charges are set to encourage more use of off-street car parks (in line with the Local Transport Plan) to minimise traffic congestion and to improve air quality. It would also be hoped that any review would assist in the shift to sustainable modes of transport.

3. Consultations

Any recommendations agreed by Exeter HATOC would be further considered by Cabinet before adoption as future Policy.

If proposals are to be adopted into County Policy adjustments would also be required to the County On Street Parking Traffic Order and associated formal consultation undertaken as part of the Traffic Regulation Order process.

4. Financial Considerations

It is considered that proposals will be self-financing.

5. Environmental Impact Considerations (Including Climate Change)

The proposals will have a positive environmental effect by encouraging uptake of lower (or zero) emission vehicles, reduction in congestion and consideration of alternative modes of transport.

6. Equality Considerations

If proposals are to be considered for adoption into County Policy a full impact assessment will be undertaken.

7. Legal Considerations

In developing proposals guidance has been sought from the County's legal team, the proposals presented are compliant with relevant legislation, in particular section 122 of the Road Traffic Regulation Act 1984.

Consideration was given to the appropriateness of a differential charge. If this were to be considered to reduce ownership, or ownership of higher emission vehicles; serving to manage congestion (expeditious movement of traffic) and air quality, this would be permissible.

If proposals are to be adopted into County Policy adjustments would also be required to the County's On Street Traffic Regulation Order. When making a Traffic Regulation Order it is the County Council responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, to secure the expeditious, convenient and safe movement of traffic and provision of parking facilities.

8. Risk Management Considerations

There is a risk that to not revisit the approach to the provision of and charging for residents parking permits that the Authority would not meet its commitments to address congestion and air quality.

9. Public Health Impact

If any policy change assists in the delivery of congestion or air quality improvements, it is considered that there would be a positive public health impact.

10. Reasons for Recommendation

It is recommended that these proposals are supported to ensure that residents parking is managed effectively to reduce congestion, improve air quality and to contribute to the aims of the Local Transport Plan.

Meg Booth
Chief Officer for Highways, Capital Development and Waste

Electoral Divisions: All in Exeter

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Ref.
None		

cr021020exh
sc/cr/Exeter HATOC Residents Parking Working Group Recommendations Report

Terms of Reference

To consider what aspects of Exeter's residents' parking strategy, policy, design and 'rules' are and are not working for residents, businesses (especially small businesses and independent/home-based traders) and commuters.

To consider recommendations that can be made by Exeter HATOC that would improve the system for residents, businesses and commuters.

To focus on strategy and policy changes that do not have a significant impact upon council budgets.

To consider how the use of residents' parking can further develop DCC's work to reduce traffic congestion, improve air quality and reduce the county's impact on climate change.

Not included in the scope of the group is any discussion as to areas or roads that should or should not have residents' parking, nor a discussion as to issues of parking enforcement. These discussions take place elsewhere.

Recommendations

1. Provision of Permits

- 1.1 Existing rules relating to new developments, conversions to multiple separate dwellings, and conversions to Houses of Multiple Occupation (HMOs) should be retained in any future Policy.
- 1.2 Additional liaison with Exeter City Council is recommended to identify properties that have been subject to restrictions on vehicle ownership/car free status.
- 1.3 Motorcycles should be considered within scope of permit issue, when we move to issuing virtual permits (Most motorcycles do not come equipped with a secure place in which one of our current paper permits could be affixed).
- 1.4 Motorcycles would not be included within the 2 permit allocation but be an additional "asset".
- 1.5 Visitor permits should be provided in a more flexible manner, removing need for 24 hour periods being used in all circumstances. Virtual permit technology should be utilised to allow the allocation of visitor permits to be used on an hourly basis.
- 1.6 Where schools are affected by a new residents parking scheme, consideration should be given to provision for essential vehicles where these cannot be accommodated within the school site. Consideration would be conditional on a live School Travel Plan being in place
(<https://www.devon.gov.uk/roadsandtransport/safe-travel/road-safety/schools/school-travel-plans/>)
- 1.7 Essential Visitor Permits should be reviewed at point of issue and renewal to ensure the reasons for issue still apply and that they are being utilised correctly.
- 1.8 Business Permits should be reviewed at point of issue and renewal to ensure the reasons for issue still apply and that they are being utilised correctly.
- 1.9 Supporting Living Properties should be eligible for up to 3 permits for use where vehicles will be required for journeys with clients or errands to support clients. These permits would be aligned with Charity Business Permits.

2. Charging for Permits

- 2.1 Differential charging should be implemented in order to provide a nudge to discourage multiple car ownership. Differential charge should be set to also address additional provision in respect of grandfather rights. Differential charge should be designed to encourage uptake of EV. (Any charging structure will be subject to Impact Assessment.)
- 2.2 Motorcycles should be subject to same base permit charge as cars.
- 2.3 Essential Visitor Permits should be subject to the same base charge as cars.
- 2.4 Any new charge should ensure that the cost of transfer to virtual permits is sustainable (including any additional document checks).
- 2.5 An administration charge should be applied in respect of changes of registration details of a vehicle linked to a permit to ensure the service remains sustainable.

3. Enforcement

- 3.1 Virtual permit technology should be invested in, to better address issues caused by cancelled or altered permits being displayed.
- 3.2 Look-up system will be provided to allow residents to assist in identifying abuse (subject to data governance checks).

4. Design

Schemes should be designed with an exemption for Co Cars (and other recognised car clubs).

5. Pay & Display

Further to discussion at Scrutiny (26th March 2019) on the setting of P&D charges, it is recommended that a further review is conducted in Exeter. To ensure that charges are set to encourage use of off street car parks (in line with the Local Transport Plan) to minimise traffic congestion and to improve air quality. It would also be hoped that any review would assist in the shift to sustainable modes of transport.

ANY RECOMMENDATION WOULD BE SUBJECT TO APPROPRIATE CONSULTATION/DEMOCRATIC PROCESS & IMPACT ASSESSMENT

Benchmarking of Permit Charges

Torbay

<https://www.torbay.gov.uk/roads/parking/residents-parking/>

2 x Resident Permit – now digitally issued - £30 each.
100 Visitor permits allowed. Sold in Books of 10 at £10 each.
Admin charge for permit changes - £20 limit of two changes per year.

Plymouth

<https://www.plymouth.gov.uk/parkingandtravel/parkingpermits>

2 x Resident Permit – now digitally issued - £30 each.
Visitor permit allocations vary by zone.
£2 per day at £2 each – 14 max allowed per 14 days.
Yearly Visitor permit £15 each 2 allowed.
Books of scratch cards 30in each. 1st £20, 2nd £25, 3rd £45 all run per calendar year.
Business permits for on street Resident permit bays or Pay and display spaces.
Allow 2 hours only. For 1 week - £40 or 1 year - £150.
Allow 5 hours only. For 1 week - £75 or 1 year - £300.
Can be used by care workers.

Cornwall

<https://www.cornwall.gov.uk/transport-and-streets/parking/car-park-tickets-and-permits/residents-parking-schemes/>

2 Permits allowed. Permit 1 - £50 permit 2 - £75
2 Business permits allowed. Permit 1 - £100 Permit 2 £150. Not offered in all zones.
Visitor permits sold in books of 10 - £10. No limits on number bought.
Admin charge to change permit £10 limited to 2 changes per year.
Replace lost or damaged permit £25 or £37.50.

Somerset

<https://www.somerset.gov.uk/roads-and-transport/parking-permits/>

First Virtual Resident Parking Permit £60.
Second Virtual Resident Parking Permit £100.
The permit cost is discounted for low emission vehicles as follows:
•Vehicles with emissions up to 100g CO₂/km – 100% discount.
•Vehicles with emissions between 101g -110g CO₂/km – 50% discount.
•A discount is available only on the first permit application.

Annual Visitor Parking Permit £60 Visitor scratchcards are £3 for 10 (you can buy up to 100 scratchcards per calendar year).

Bristol

<https://www.bristol.gov.uk/parking/residents-parking-permits-cost>

Digitally issued and emission based charging structure applied to 1st Permit. 2nd permit £96 and 3rd permit £192.
Visitor permits are valid per day. 50 are free then a £1 charge for each permit bought. Managed digitally.

Band A Free less than 100g/km.

Band B £24 - 101-110g/km.

Bands C - K £48 - 111-225g/km.

Bands L - M £72 - 226+ g/km.

Pre 2001 or no band £48.