

Decision Pathway – Report



PURPOSE: Key decision

MEETING: Cabinet

DATE: 06 June 2023

TITLE	Residents Parking Scheme Policy Review	
Ward(s)	All central area wards with RPS schemes and City Centre CPZ	
Author: Adam Crowther	Job title: Head of City Transport	
Cabinet lead: Cllr Donald Alexander, Cabinet Member for Transport	Executive Director lead: John Smith, Interim Executive Director Growth and Regeneration	
Proposal origin: BCC Staff		
Decision maker: Cabinet Member		
Decision forum: Cabinet		
Purpose of Report:		
<ol style="list-style-type: none"> To set out proposed changes to certain residents parking scheme (RPS) tariff levels to better reflect current local and national policy To seek approval for further reviews of other policy elements of Resident Parking Zone (RPZ) areas To seek approval for testing the strategic impact of RPZ schemes 		
Evidence Base:		
Policy Context:		
<ol style="list-style-type: none"> Adopted in 2019 by Bristol, WECA and our neighbouring local authorities the Joint Local Transport Plan references parking management and provides policy justification for the proposal. Some of the key passages include: <ul style="list-style-type: none"> <i>“We have already flagged that we need to change the way we travel. This will mean managing demand and in turn this will mean new charges and restrictions. Tough measures that will need to be considered are: Management of parking provision – on street, off street, residential and business parking.”</i> <i>“Through the development of local parking strategies, we will continue to manage parking to control future traffic demand, including policies for on-street parking, off-street parking and residential parking schemes where appropriate. The design and location of new developments and at workplaces, as well as the numbers of spaces, will help to manage demand and reduce the dependency on the private car. All day parking will be controlled in a way to discourage users who could transfer to lower carbon travel choices.”</i> Resident Parking Schemes (RPS) plays a part in influencing these policy goals both directly and indirectly. The RPS was intended to reduce commuter trips and encourage the use of sustainable modes. There is however some concern that in doing so RPS can undervalue the cost of allocating road space to parking and encourage more local trips by enabling easier parking. Alongside the transport policies above, the council is also committed to wider policies designed to mitigate the impacts of climate change. Bristol’s One City Ecological and Climate Emergency Strategies both set out the need to reconsider how we best use road space to mitigate the impact of climate change and biodiversity loss. The proposals in this report seek to enable some of the requirements of these strategies particularly in relation to responding to flood and heat events driven 		

by climate change as well as seeking to reduce carbon emissions.

Current Context:

3. RPS permit charges are varied based on the vehicle and location with some changes based on location. For the first permit, band A vehicles currently cost £0, Band B £28, Bands C to K £56, Bands L and M £84. This grading offers a discount to lower emission vehicles. Second vehicles cost £112 and third vehicles £224. Reduced prices apply in Easton and St Phillips. Permit prices were recently approved to increase by inflation. For the Controlled Parking Zone (CPZ) there is a flat fee of £50 but a limited number of permits.

Specific Proposals:

- Remove reductions provided to low emissions vehicles, currently free below 100g CO2 and half price between 101 and 110g CO2. Justification related to existing government policy change to remove many of the reductions offered to lower emissions vehicles through VED due to fairness and a gradual move to lower emissions vehicles and also the fact that a parking space is not directly related to vehicle emissions so the link is tenuous at best.
- Double cost of second permits, from £112 to £224, and multiply third permits by 2.5 times from £224 to £560. Justification relates to use of space, most RPS areas are older housing with limited parking space and high density. Second and third vehicles place an increased impact on other users and this needs to be better reflected in the permit cost. Road space is becoming increasingly valuable as the city adapts to climate change. Space is needed for street trees, SUDS, electric vehicle charge points, cycle hangars and other features. The costs of second and third permits need to better reflect the impact these vehicles have on available space.
- Increase CPZ permit fee from £50 to £250. Fees for CPZ permits do not currently reflect the value of on street parking spaces in the city centre which is at an increasing premium with the rapidly increasing number of residents and the need to adapt the city centre to better serve the needs of people and respond to the changes required to our streets by the climate and ecological emergencies.
- Appendix A sets out the numbers of each type of permit and potential revenue impacts of the proposed changes.

Further policy changes to be considered and return to cabinet by no later than October 2023:

a) Eligibility of permit holders

Determining whether the current eligibility list is fit for purpose. The eligibility criteria currently vary across the existing RPS and CPZ areas.

b) Number of visitors permitted

Review the current allowance for free and paid for visitors permits. The number people can apply for varies across the RPS although the price per visitor permit is consistent.

c) Multiple vehicles

Reviewing the number of vehicles each type of residential property is able to have a permit for, pricing covered above. The review would cover business and customer permits.

d) Review zoning for general parking within RPS areas and size of areas

Review the size of RPS areas and whether adjustment would better serve residents, businesses and visitors.

e) Length of operating hours

Currently there are various hours of operation across all of the RPS areas and CPZ e.g., in Southville there are regular calls to extend the hours of operation to manage parking associated with Ashton Gate Stadium. Regular complaints are received throughout the city that when citizens return home from work in the evening that there are no parking spaces.

f) Parking restrictions during the day

Review of the type of bays across the RPS e.g. a mix of permit holders only, pay and display and shared use bays. In addition to local residents, there are a number of additional daily users such as blue badge holders; health and trader/business permit holders who can park in any RPS. With the increase in home working there are generally fewer empty bays in the daytime than before.

Evidence for modal shift from the introduction of RPZs

1. RPZs intend to promote modal shift by removing the opportunity for extended commuter parking in the central area and inner-city neighbourhoods. Prioritising parking for residents may however have the effect of encouraging more short, local trips by car as those residents can be more confident of a parking space when they return home. This issue could be addressed by improving walking, cycling and bus infrastructure within neighbourhood areas and reducing the attractiveness of making short trips by car through treatments such as modal filters or – in a more holistic sense – Liveable Neighbourhoods.
2. Understanding the impact that RPZs have on mode shift is challenging. This is largely because there have been several other factors that have influenced the uptake of sustainable modes of transport in the city over the past decade. For instance, in a similar period to our RPZ programme the city was also delivering 20mph and the Local Sustainable Transport Fund, as well as seeing steady growth in bus and cycle numbers through historic investment in major programmes such as the Greater Bristol Bus Network and Cycling Ambition Fund.
3. It is difficult to test the effectiveness of RPZ schemes due to these issues, however it may be possible to assess impact by removing parking controls in the regional model WERTM. This could provide a differential in terms of delay on the network, number of trips by sustainable transport etc, that could give some indication as to the impacts of RPS on the network.

Cabinet Member / Officer Recommendations:

That Cabinet:

1. Approves issuing a Notice of Variation to the existing permit tariff schedule to implement the specific proposed changes to tariffs for low emissions vehicles, second and third permits and CPZ permits as outlined in this report and appendix A?.
2. Authorises the Director Economy of Place in consultation with the Cabinet member Transport to take all steps required to implement the changes.
3. Approves investigation of further policy changes as set out in the report to come back to cabinet in October 2023.
4. Approve the approach, using regional modelling, to assessing the impacts of RPZ schemes

Corporate Strategy alignment:

1. Transport and Connectivity – Safe and Active Travel, Connectivity. Proposals will help to prioritise more road space for sustainable modes through infrastructure like cycle hangars as well as better reflecting the cost of parking
2. Environment and Sustainability – Climate Resilience, Ecological Recovery, Carbon Neutral. Both through encouraging sustainable transport use and through enabling reallocation of road space to climate resilience measures like street trees and SUDS features

City Benefits:

1. Enhance ability to adapt to climate change through reallocation of road space
2. Increased desirability of sustainable transport modes

Consultation Details:

1. **Internal and Member consultation undertaken via the Cabinet approval process**

2. No formal consultation required for Notice of Variation for altering tariff prices
3. Consultation required for other RPS policy changes to be carried out as required

Background Documents:

JLTP - [Joint Local Transport Plan - Combined Authority \(westofengland-ca.gov.uk\)](http://westofengland-ca.gov.uk)

Bristol Transport Strategy - [Bristol Transport Strategy](#)

Bristol One City Strategies - [One City Strategies - Bristol One City](#)

Revenue Cost	TBC	Source of Revenue Funding	N/A
Capital Cost	Nil	Source of Capital Funding	N/A
One off cost <input type="checkbox"/>	Ongoing cost <input type="checkbox"/>	Saving Proposal <input type="checkbox"/>	Income generation proposal <input checked="" type="checkbox"/>

Required information to be completed by Financial/Legal/ICT/ HR partners:

1. Finance Advice:

This report seeks Cabinet’s approval of the proposed changes to the residents parking permit tariffs. The following changes are being proposed:

- Remove reductions provided to low emissions vehicles, currently free below 100g CO2 and half price between 101 and 110g CO2.
- Double cost of second permits, from £112 to £224, and third permits from £224 to £560.
- Increase CPZ permit fee from £50 to £250.

It has been estimated that the proposed changes could potentially generate the following additional income in a full year (subject to the degree of behavioural changes).

DETAIL	£'M
Remove reductions for low emission vehicles	0.111
Increase costs of 2nd & 3 rd permits	0.299
Increase CPZ permit fee	0.070
Total	0.480

This is based on the following assumptions to the number of users resulting from the proposed change.

- 5%, reduction in the number of low emission users
- 25% reduction in the number of 2nd permits issued
- 37.5% reduction in the number of 3rd permits issued

It is unlikely that the full year effect of these changes will be achieved in 2023/24 due to the following reasons:

- a. It is anticipated that implementation of the new tariffs will occur from the Summer of 2023;
- b. Savings will only be realised as new permits are reissued and the extra charges are levied on the renewed permit;
- c. As permits are issued at different times, these extra charges will apply at different points in the financial year and it will take until the end of the year for all permits to be reissued; and
- d. Not all permits will be renewed.

As a result of the above factors and assuming that permits are renewed uniformly from the date the new policy is

expected to be introduced, it has been calculated that only £0.149m of the £0.480m estimated full year saving will be achieved in 2023/24.

The 2023/24 approved budget assumes additional income of £0.400m being delivered from 23/24 onwards, therefore, the service will be expected to find alternative mitigating measures to offset this shortfall of c£0.251m during this financial year.

Finance Business Partner: Kayode Olagundoye, Interim Finance Business Partner, **Growth & Regeneration, 23rd May 2023**

2. Legal Advice: Notice to vary charges must be published in a local newspaper at least 21 days before the new charges come into force and copies of the notice must be displayed in the relevant parking place until such time as the new tariff comes into force.

Any consultation required for any other RPS changes must be carried out at a formative stage, give sufficient reasons for any proposal to permit intelligent consideration and allow sufficient time for consideration and response. The consultation responses must be conscientiously taken into account when finalising the decision. There must be clear evidence that the decision maker has considered the consultation responses, or a summary of them, before making their decision on the proposed changes to the RPS policy.

Legal Team Leader: Joanne Mansfield, Team Manager - Property Planning and Transport Team 24 April 2023

3. Implications on IT: I can see no implications on IT in regard to this activity

IT Team Leader: Alex Simpson, Senior Solution Architect, 29 April 2023

4. HR Advice: There are no HR implications evident.

HR Partner: Celia Williams, HR Business Partner 19 April 2023

EDM Sign-off	John Smith, Interim Executive Director Growth and Regeneration	29 March 2023
Cabinet Member sign-off	Cllr Donald Alexander, Cabinet Member for Transport	6 April 2023
For Key Decisions - Mayor's Office sign-off	Mayor's Office	5 May 2023

Appendix A – Further essential background / detail on the proposal	YES
Appendix B – Details of consultation carried out - internal and external	NO
Appendix C – Summary of any engagement with scrutiny	NO
Appendix D – Risk assessment	NO
Appendix E – Equalities screening / impact assessment of proposal	YES
Appendix F – Eco-impact screening/ impact assessment of	YES
Appendix G – Financial Advice	NO
Appendix H – Legal Advice	NO
Appendix I – Exempt Information	NO

Appendix J – HR advice	NO
Appendix K – ICT	NO
Appendix L – Procurement	NO