

# Decision Pathway – Report



**PURPOSE:** Key decision

**MEETING:** Cabinet

**DATE:** 23 January 2024

<b>TITLE</b>	<b>Residents Parking Scheme Policy Review</b>		
<b>Ward(s)</b>	All central area wards with RPS schemes and City Centre CPZ		
<b>Author:</b> Adam Crowther	<b>Job title:</b> Head of City Transport		
<b>Cabinet lead:</b> Cllr Donald Alexander, Cabinet Member for Transport	<b>Executive Director lead:</b> John Smith, Interim Executive Director Growth and Regeneration		
<b>Proposal origin:</b> BCC Staff			
<b>Decision maker:</b> Cabinet Member <b>Decision forum:</b> Cabinet			
<b>Purpose of Report:</b>  To seek approval of changes following a review of the Council’s Resident Parking Schemes.			
<b>Evidence Base:</b>  <b>Background:</b>  <ol style="list-style-type: none"> <li>At the Cabinet Meeting of 06 June 2023, it was approved that RPS policy changes were to be reviewed and considered by officers and returned to cabinet. This process has taken longer than expected due to further considerations of potential changes. Some elements are no longer under consideration such as change of operating hours and changes to restrictions during the day. In addition, some other elements have been included following further exploration of options and issues such as the increase to the first permit cost.</li> <li>RPSs 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.</li> <li>A cabinet report in December 2021 approved that Easton &amp; St Phillips (ES) RPS would be changed to mirror the overall charging and permit structure of the other RPS. Due to the price increases that were entailed it was agreed to do this in two phases. Phase one is due to be implemented in early February 2024. This will bring the structure in line with the other schemes but the permit prices will be lower. Since then a subsequent report has approved the removal of emissions based discounts and an increase in 2<sup>nd</sup> and 3<sup>rd</sup> permits prices which is being implemented everywhere except ES RPS in January 2024. If approved, this report will make further changes and officers recommend that all outstanding ES RPS changes are implemented as one to ensure the scheme is brought fully in line with all other schemes (ie fully consistent pricing for all permits, and the removal of emissions based discounts and 3<sup>rd</sup> permits.</li> </ol>			
<b>Policy Context:</b>			

4. The current Joint Local Transport Plan adopted in 2019 provides policy justification for the implementation of RPSs. Alongside transport policies, the council is also committed to wider policies designed to mitigate the impacts of climate change which set out the need to reconsider how we best use road space to mitigate the impact of climate change and biodiversity loss.

**Current position:**

5. An initial review and consideration has been undertaken of the policy changes below with further evidence base work recommended to ensure a suitably robust set of policy recommendations can be derived for future consideration, and possible initial informal consultation with stakeholders.

**a.) Eligibility of permit holders**

Further detailed work is recommended to establish the eligibility of houses in multiple occupation (HMO), low car and car free developments, and the types of trades eligible for trader permits as these categories are of most concern in terms of eligibility.

**b.) Number of visitors permitted**

Each eligible household is entitled to 50, 60 or 70 free visitor permits, and the same number of chargeable visitors permits (£1.30 each, available in bundles of 10). The permit entitlements are equitable as they reflect the number of days each scheme operates, i.e. households in a Monday to Friday Scheme have 50 free permits and those in a Monday to Sunday scheme have 70 permits.

Further detailed work is recommended to explore the methods of significantly reducing the number of visitor permits, without detriment to residents themselves, and replace with either the expansion of pay & display capacity and or changes to the current pricing regime for visitor permits.

**c.) Customers permits**

There is current anecdotal evidence of abuse of customer permits by business staff and a more suitable balance with Pay & Display parking demands may be beneficial to reduce this.

Further data collection and survey works is recommended in addition to the investigation of changing customer permits to a digital format, facilitating real time usage (possibly on an hourly basis) to prevent abuse of permits.

The potential to remove the provision of customer permits, and customer permit prices will be reviewed and are likely to be set to similar levels as pay & display costs.

A further detailed review is recommended to consider potential exemptions from the removal of customer permits for example garages and hotels etc. This review would be incorporated into the overall review of the eligibility of all permit holders as referenced in item a. previously.

Due to the unique environment and parking capacity pressures within Clifton Village approval is sought to introduce a reduction in business permits in that area of 10%, for those businesses who currently have over seven customer permits or more.

**d.) Multiple vehicles**

Consideration has been given to removing the third vehicle permit from current users. Based upon the new proposed RPS charges tariff that was approved for implementation at the Cabinet Meeting of 6 June 2023 this would incur a significant revenue loss to the council dependant on the number of 3<sup>rd</sup> permit holders who would forsake the permit when the new RPS tariff levels come into operation.

Approval is sought for the removal of third vehicle permits within the context of reduced income to the council, with additional income from other areas meeting this loss.

**e.) Review zoning for general parking within RPS areas and size of areas**

Consideration has been given to make the current RPS areas smaller and create smaller sub zones in each area. Where applicable there will be reallocation of highway space to sustainable modes of travel and sustainable urban drainage systems (SUDS) to mitigate the encouragement of short car journeys being made by permit holders due to the likely availability of a parking space upon return.

Further data collection and survey works is recommended to formulate a robust future policy recommendation and members views are sought on the merit of undertaking an initial informal consultation with relevant stakeholders on this potential significant policy change, noting that the survey work to develop a detailed proposal would be costly and any subsequent changes to the operation of the RPS would potentially be expensive to implement and communicate to residents.

#### **h.) Cost of a first permit**

Members are requested to approve an increase in the cost of a first permit from £56 to £178 respectively. This is to reflect the value of road space and the increasing need to support other modes.

Consultation will be carried out on proposals where relevant and required. Notices of variation will be used where appropriate and where TROs require amendment formal statutory consultation will take place.

#### **Benchmarking**

6. To inform and support our policy development we are undertaking a benchmarking review of other comparable local authority policy approaches RPS and will be providing information on those and incorporating any emerging best practice into our policy recommendations within a future report to cabinet.

#### **Analysis**

7. Further work is required to analyse bay availability and usage in each scheme area to assess whether the current balance between resident's business, visitor and pay and display parking is correct. This will inform further recommendations on the types and volumes of permits that should be available and on how best the available roadspace should be allocated between permit holders, pay and display users and measure to directly support active travel.
8. It is anticipated that a significant amount of analysis can be undertaken by council officers using data available to us from our permit and car parking systems. However, some survey work is also likely to be required and this may incur costs.

#### **Cabinet Member / Officer Recommendations:**

That Cabinet:

1. Note that further work will be undertaken to support the further development of RPS policies for future consideration as outlined in this report including alterations to visitor permit provision to increase the focus on pay and display.
2. Approves a reduction in business permits in the Clifton Village area of 10%, for those businesses who currently have over seven customer permits or more.
3. Approves the removal of third vehicle permits
4. Approves increasing the cost of a first permit from £56 to £178.
5. Authorise the Executive Director Growth and Regeneration in consultation with the Cabinet member Transport to take all steps required to undertake consultation on the proposals where required, consider any objection report and decide whether the existing Traffic Regulation Order should be varied, and to implement the necessary statutory procedures to implement these changes.

#### **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. Consultation required for other RPS policy changes to be carried out as required.

**Background Documents:**

[6 June 2023 agenda item 10 - Residents Parking Scheme and Policy review cabinet report](#)

<b>Revenue Cost</b>	£NA	<b>Source of Revenue Funding</b>	NA
<b>Capital Cost</b>	£NA	<b>Source of Capital Funding</b>	NA
<b>One off cost</b> <input type="checkbox"/>	<b>Ongoing cost</b> <input type="checkbox"/>	<b>Saving Proposal</b> <input type="checkbox"/>	<b>Income generation proposal</b> <input type="checkbox"/>

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

**1. Finance Advice:**

The report seeks Cabinet support and direction on the next steps in the further development of RPS policies. If support for the further development of these policies is granted the outcome of this will be represented to Cabinet for further consideration and subsequently wider stakeholder consultation.

These proposals have the potential to impact the council’s revenue budget, depending on the details that result from the subsequent considerations. Two of the proposals can be assessed at this stage, the removal of the third permit and the increase in the cost of the first permit. The combined financial impact of these changes is anticipated to be around £1m of additional income to the council but further work will be required to determine the likely financial impacts of these measures. Due to existing pressures any additional income will be used to offset existing pressures in the parking services budget. Any financial implications arising will be scrutinised when these details are ascertained.

**Finance Business Partner:** Ben Hegarty, Finance Business Partner Growth and Regeneration, 10 January 2024.

**2. Legal Advice:** Notice of variations to charges under the RPS must be published in a local newspaper at least 21 days before the revised charges come into force, and copies of this notice must be displayed in any relevant parking place until such time as the revised tariff comes into force.

All changes to the RPS, including but not limited to variations to charges, must be the subject of a consultation process which is carried out at a formative stage, must give sufficient detail of the reasons for each proposal (so as to enable intelligent consideration of what is being proposed), and must allow sufficient time for any consultees to consider the proposals and respond to them. Any consultation responses received must be conscientiously taken into account in finalising the decision. There must also be clear evidence that the decision maker has actively considered all the consultation responses received, or at least a summary of them, before the decision on the proposed changes to the RPS policy is made.

**Legal Team Leader:** Joanne Mansfield Team Manager Legal Services 10 January 2024

**3. Implications on IT:** The potential for future digitisation of RPS permits is welcome, but any move towards this should involve IT & Digital colleagues to ensure solutions meet required technical architecture and security standards.

RPS permits are managed within a third-party system, and there will be a need to update details in this system and on the council's website with the new information on fees should Cabinet approve the recommendations.

**IT Team Leader:** Tim Borrett; Director: Policy, Strategy and Digital; 15 January 2024.

**4. HR Advice:** Council officers will undertake analysis of the data relating to bay usage and availability, and some additional survey work required may incur costs. There are no significant HR or staffing implications evident in this report.

**HR Partner:** Celia Williams HR Business Partner 15 January 2024

<b>EDM Sign-off</b>	John Smith, Interim Executive Director Growth and Regeneration	6 September 2023
<b>Cabinet Member sign-off</b>	Cllr Donald Alexander, Cabinet Member for Transport	7 December 2023
<b>For Key Decisions - Mayor's Office sign-off</b>	Mayor's Office	20 December 2023

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