

Leicester
City Council

ALL WARDS AFFECTED

FORWARD TIMETABLE OF CONSULTATION AND MEETINGS:

CABINET

3rd NOVEMBER 2003

EXTENSION OF RESIDENTS' PARKING SCHEMES

Report of the Service Director, Highways & Transportation

1. Purpose of Report

To seek Members' agreement, that in light of the results of the consultation exercises carried out in three separate areas of the city, the current timetable for the introduction of residents' parking schemes should be amended and that no further work on residents parking' schemes undertaken until decriminalised parking powers are in force.

2. Summary

- 2.1 In March 2002 the Cabinet approved a report setting out the basis on which residents, parking schemes would be introduced, and a timetable for the consultation and implementation of such schemes. The timetable covered the seven areas of the city identified as having the highest priority.
- 2.2 Consultation, in the form of questionnaires delivered to all households and businesses in three of those areas, has now been completed. In each of the three areas the majority of respondents were opposed to the proposals. The most common reason given was that the cost of £48 per annum was too high.
- 2.3 This report informs Members of the results of the consultation exercise and recommends a course of action to be followed.

3. Recommendations

- 3.1 Cabinet agrees that the existing proposals for residents parking schemes should be cancelled and no further work regarding such schemes should be undertaken until decriminalised parking powers are in force.

- 3.2 Cabinet agrees that the work to introduce decriminalised parking powers should be progressed as quickly as possible using existing resources with the aim of having the powers in force by January 2007 or sooner, if possible.
- 3.3 That following the introduction of decriminalised parking powers, the cost of implementing and operating residents parking schemes be reassessed and further consultation carried out with a view to introducing such schemes at a cost significantly less than £48 per annum.

4. Headline Financial and legal Implications

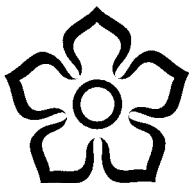
- 4.1 The work required to introduce decriminalised parking powers is already budgeted for using developer contributions and income from on street parking charges.
- 4.2 Decriminalised parking is expected to be self-financing with the cost of enforcement being met by the fine income. Removing the cost of enforcement from the residents parking schemes might allow the schemes to be self-financing with an annual permit price of significantly less than the £48 previously required.

5. Report Author/Officer to contact:

- 5.1 Paul Commons, Team Leader TRO Team, Ext 6678
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DECISION STATUS

Key Decision	No
Reason	N/A
Appeared in Forward Plan	No
Executive or Council Decision	Executive (Cabinet)



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SUPPORTING INFORMATION

1. Report

- 1.1 In March 2002 the Cabinet approved a report setting out the timetable for the introduction of residents' parking schemes in the city. Part of that timetable is reproduced below:

AREA	DETAILED SCHEME	IMPLEMENTATION
Highfields South	October 2002	February 2003
West End	June 2003	October 2003
Riverside	June 2003	October 2003
Belgrave	June. 2004	December 2004
Aylestone	2005	2005
Highfields North	2005	2006
Clarendon Park	2006	2006/7

- 1.2 Cabinet also agreed that, due to the significant increase in the cost of permits required to make the schemes self financing, residents and businesses in each area should be consulted prior to detailed design work being undertaken.
- 1.3 Residents in the three small existing residents parking areas in Holy Trinity, Bede Island and Hazel Street were also consulted to determine if they would be prepared to pay £48 for the annual permit, instead of the current £22, to enable a much better level of enforcement to be provided.
- 1.4 Following approval of the report by Cabinet, officers proceeded to design explanatory leaflets / questionnaires for distribution in the Highfields South area and the three existing residents parking areas. The Cabinet Lead Officer and Ward Members were provided with copies of the documents prior to them being finalised.
- 1.5 Leaflets / questionnaires, information in Urdu, Punjabi, Gujarati, Hindi and freepost return envelopes were delivered to all properties in the 4 areas in June / July 2002.

1.6 The table below shows the results of the consultation exercise

AREA	LEAFLETS DISTRIBUTED	LEAFLETS RETURNED	IN FAVOUR (%of those returned)	AGAINST (%of those returned)
Highfields South	4,500	1,350 (30%)	405 (30%)	945 (70%)
Holy Trinity	215	65 (30%)	9 (14%)	56 (86%)
Hazel Street	289	25 (9%)	6 (24%)	19 (76%)
Bede Island	186	57 (31%)	6 (11%)	51 (89%)

1.7 Market Research consultants were engaged to carry out door-to-door surveys of a random selection of 100 households in Highfields South to check the validity of the consultation exercise. The results showed that the questionnaires had been received and understood. The percentage of people indicating opposition to the scheme was the same as the overall figure for the returned questionnaires.

1.8 During the consultation period large numbers of letters, faxes e-mails and telephone calls were received by the council. The majority of these communications were in opposition to the scheme. The most common reason given was that £48 was too high a price.

1.9 Two petitions were received opposing the Highfields South scheme, one with 73 signatures and the other with 1,476.

1.10 The results of the consultation exercises for the existing residents' parking areas and Highfields South were considered by the Members Working Group and the Corporate Director in November 2002. Before finalising a decision regarding Highfields South it was decided to proceed with the consultation exercise in the second priority area, West End, and at the same time to test the pricing policy with residents in Clarendon Park.

1.11 Officers designed explanatory leaflets / questionnaires for distribution in the West End & Clarendon Park areas in consultation with elected members and the Cabinet Lead Officer. On this occasion the questionnaire was designed to allow the results to be analysed on a zonal basis as well as an area-wide result. The consultation packs containing questionnaires, explanatory leaflets, information in Urdu, Punjabi, Gujarati, Hindi and freepost return envelopes were sent out in March 2003. The results are shown in the tables below.

1.12

	WEST END	CLARENDON PARK
Number of Leaflets Sent Out	10,800	2,700
Number Returned	2,326 (21%)	790 (29%)
Number in Favour & Prepared to Pay £48	651 (28%)	312 (40%)
Number in Favour & Not Prepared to Pay £48	328 (14%)	89 (11%)
Number Against	1068 (46%)	298 (38%)

Business respondents were not asked to indicate whether the £48 fee for a residents parking permit was acceptable, which, together with responses not fully completed, accounts for the figures for & against not totalling 100%.

- 1.13 One petition with 231 signatures was received opposing a residents' parking scheme for the Tudor Road area of the West End.
- 1.14 Analysis of the results has shown that within the Clarendon Park and West End areas there are no zones of a large enough area to economically support a residents parking scheme where a yes vote was recorded.
- 1.15 The three, extensive areas of the city where consultation has taken place regarding residents parking proposals are believed to be representative of the city as a whole. There is no reason to believe that further consultation in the Riverside, Belgrave, Aylestone or Highfields North areas would produce significantly different results than those already demonstrated.
- 1.16 The major cost in operating a residents parking scheme, at the present time, is the cost of enforcement. Under existing legislation enforcement can only be carried out by the police using police officers or traffic wardens. All fines levied are paid direct to central government and the cost of providing the enforcement has to be met locally. The chief constable has made it quite clear that Leicestershire Constabulary cannot meet those costs and it was therefore agreed by Cabinet that the cost of enforcement would be met from the permit income. The proposed annual charge of £48 included £32 per permit for enforcement costs.
- 1.17 The council are already working towards the introduction of Decriminalised Parking Enforcement for the city. This system allows the local authority to take over the enforcement of all parking restrictions from the police. Under this system (DPE) all of the fine income is retained to fund the enforcement. The introduction of this system might allow residents parking schemes to be operated at a significantly reduced permit price as permit charges are likely to only need to cover the permit administration costs and the maintenance costs for signs & lines. The enforcement costs should be covered by the income from fines.
- 1.18 It is estimated by the officers responsible for the work that decriminalised parking powers can be introduced in January 2007 or earlier if all of the available resources in the Traffic Regulation Order team of the Transport Development Section are deployed on completing the city-wide review of Traffic Regulation Orders and no further work is carried out on residents parking schemes. A full review of all traffic orders prior to the implementation of decriminalised parking is essential to ensure the economic viability of the system.
- 1.19 No alternative sources of funding are available to finance the enforcement of residents parking schemes under the existing legislation.
- 1.20 It is therefore recommended by officers that all work on residents parking schemes should be suspended until decriminalised parking powers are in force. At that time a further report to cabinet will be submitted to consider the order of priority for the introduction of such schemes and the funding / permit charge issues.

FINANCIAL, LEGAL AND OTHER IMPLICATIONS

2. Financial Implications

- 2.1 Residents' parking schemes were to be self financing with the costs recovered from the permit charges, not proceeding with the schemes therefore has no major financial implications.
- 2.2 Some funding for the introduction and enforcement of residents' parking schemes has been secured from Leicester City Football club as part of the planning consent process for the Walkers Stadium. That funding can be retained for future use for such schemes.
- 2.3 Funding for the work required to introduce Decriminalised Parking Enforcement is already in place. A full financial appraisal of undertaking enforcement of residents' parking schemes will be included in the financial appraisal of decriminalised parking required by government before the application for these powers is made.
(Paresh Radia, Team Leader, Financial Strategy)

3. Legal Implications

- 3.1 There are no legal implications arising from the recommendations contained in this report. Residents parking schemes are introduced by traffic regulation orders under the 1984 Road Traffic Regulation Act and the Local Authorities' Traffic Orders (Procedure) (England & Wales) Regulations 1996. The council has the power to introduce residents parking schemes but no duty to do so.
(Paul Commons, Team Leader, Transport Development)

4. Other Implications

4.1

OTHER IMPLICATIONS	YES/NO	Paragraph References With Supporting information
Equal Opportunities	No	
Policy	No	
Sustainable and Environmental	No	
Crime and Disorder	No	
Human Rights Act	No	
Elderly / People on Low income	No	

5. SCRUTINY COMMITTEE

- 5.1 The draft report was considered by The Highways & Transportation Scrutiny Committee on 8th October 2003.

- 5.2 During discussion on the report Councillor Connelly suggested that before further design work was undertaken on residents' parking schemes officers should enter into discussions with residents' groups to determine the reasons why the present proposals had been rejected. The Director agreed that this would be done.
- 5.3 The recommendations contained in the report were supported by the Committee.

6. Background Papers

- 6.1 Report "Extension Of Residents Parking Schemes" approved by cabinet 25th March 2002.

7. Details of Research & Consultation

- 7.1 Highfields South residents parking consultation documentation, file TF 04556.
- 7.2 West End residents parking consultation documentation, file TF 09752.
- 7.3 Clarendon Park residents parking consultation documentation, file TF 09755.

8. Report Author

- 8.1 Paul Commons, Team Leader, TRO Team, Transport Development, Ext 6678