

# Report



## Deputy Leader / Cabinet Member for City Services

---

### Part 1

Date: 23 September 2021

**Subject** **Proposed Resident Parking Zone, Clyffard Crescent and Kingsmill Terrace**

**Purpose** The purpose of this report is to advise on the outcome of the formal advertisement regarding the proposed introduction of Resident Parking Zones in Clyffard Crescent and Kingsmill Terrace.

The report asks the Deputy Leader / Cabinet Member for City Services, under the Councils scheme of delegation to Cabinet Members, to note the objection received through the statutory traffic order consultation and decide whether to authorise officers to proceed with the introduction of the resident parking proposals

**Author** Head of City Services

**Ward** Stow Hill

**Summary** As a means of alleviating parking pressure being experienced by residents, and following further consultation with residents, it was considered appropriate to implement resident parking schemes at Clyffard Crescent and Kingsmill Terrace, operational Monday to Saturday between the hours of 8am and 8pm as per the councils Resident Parking Policy and consistent with existing zones within the ward.

Following statutory consultation on the proposed traffic order, one objection was received from a local business stating concerns over the loss of available free business parking in the area

The purpose of a controlled parking zone is to provide permit holders with priority parking over non-residents during the operating hours, when occupancy surveys have established that the demand for parking is at its peak.

Outside the stated operational hours, parking would be unrestricted and available to non-residents. Additionally, the proposal only applies to 50% of available "on street" parking capacity. Therefore 50% of road space will still be available for unrestricted/ non permit holder parking

Higher than average occupancy was observed in Clyffard Crescent and Kingsmill Terrace during peak parking periods, which has been attributed to commuter/ retail parking due to their close proximity to the City Centre, railway station and other facilities.

It is worth noting that a resident permit scheme seeks to improve the opportunity for residents to park within the "zone", rather than providing a guaranteed parking space directly outside of individual properties.

The proposed Drawing (Appendix A) shows the parking layout in Clyffard Crescent & Kingsmill Terrace. As indicated, the proposed scheme involves installing marked parking bays on the carriageway within the zone, occupying 50% of the “available” kerbside space.

**Proposal** That the Deputy Leader/ Cabinet Member for City Services considers the objection received to the proposed traffic order and authorises officers to proceed with the resident parking zones to cover 50% of the available on street parking, operating Monday to Saturday between the hours of 8am and 8pm

**Action by** Head of City Services

**Timetable** Immediate

This report was prepared after formal consultation and engagement with the following interested parties:

Council Officials & Departments

- Head of City Services
- Road Safety and Customer Services Team, City Services
- Highways & Engineering Services Manager
- Senior Strategy Manager
- Local Ward Member(s)

Organisations

- Police Chief Officer
- Ambulance Service
- Fire Service
- Haulage Companies
- Bus Companies
- Residents directly affected by the proposal & those deemed eligible to apply for a resident parking permit

**Signed**

## Background

Following receipt of a petition from residents regarding difficulties being experienced with parking at peak times, the council undertook parking occupancy surveys in Clyffard Crescent and Kingsmill Terrace to establish the current parking trends, availability of parking spaces through the parking peak periods and local demand for parking in the area.

The parking capacity/occupancy surveys for Clyffard Crescent and Kingsmill Terrace highlighted extremely high levels of non-residential parking, with levels often as high as 100% throughout the survey period.

These findings were consistent with the concerns raised by residents in their petition and confirmed little or no kerbside space available to residents through the parking peak period.

### Financial Summary (Capital and Revenue)

- The cost of making & implementing the Traffic Regulation Order (TRO), including associated signs and lines will be met in full from existing capital traffic management budgets.
- Future revenue costs related to permit scheme administration are covered by the resident parking permit income

### Risks

Risk Title / Description	Risk Impact score of Risk if it occurs* (H/M/L)	Risk Probability of risk occurring (H/M/L)	Risk Mitigation Action(s) What is the Council doing or what has it done to avoid the risk or reduce its effect?	Risk Owner Officer(s) responsible for dealing with the risk?
Continued stakeholder concerns over the creation of the traffic order	Low	Low	<ul style="list-style-type: none"> <li>• Resident consultation and public consultation undertaken during scheme evaluation and statutory traffic regulation order advertisement</li> <li>• All proposed resident parking schemes are considered and implemented in accordance with the councils Resident Parking Policy.</li> </ul>	Head of City Services
Displaced parking	Low	Low	<ul style="list-style-type: none"> <li>• Close proximity of both private and council owned paid for parking for commuters and retail</li> <li>• Close proximity of free on street parking, generally restricted to 20 minutes, 1 and 2 hour maximum wait.</li> <li>• Proposal only applies to 50% of available "on street" parking capacity. Therefore 50% of road space will still be available for unrestricted parking</li> </ul>	Head of City Services

### Links to Council Policies and Priorities

Resident Parking Policy

## **Options Available and considered**

### **Option 1 – Proceed to implementation as per the original Advertisement**

Cabinet Member considers the objection received to the proposed traffic order and authorises officers to proceed with the resident parking zones to cover 50% of the available on street parking, operating Monday to Saturday between the hours of 8am and 8pm

### **Option 2 - Do not proceed to implementation of the resident parking zones ;**

The Cabinet Member considers the objection received to the proposed traffic order and decides not to authorise officers to proceed with the proposed traffic order.

## **Preferred Option and Why**

Option 1 Proceed to implementation as per the original Advertisement;

The purpose of resident permit parking is to help improve resident likelihood of being able to park in the streets where they live. It is especially of benefit for residents with disabilities and the elderly who often struggle most when unable to park near their homes.

Additionally, as the resident parking schemes will only apply to 50% of available road space, there will still be capacity for unrestricted parking for non-residents

Officer recommendation is based on the results of a local consultation with residents and local members where residents requested the introduction of a residents permit parking zone.

## **Comments of Chief Financial Officer**

There will be no adverse financial impact as a result of implementing the Traffic Regulation Order outlined in this report. Income generated from the permits will be used to support the ongoing maintenance and administration of the scheme.

## **Comments of Monitoring Officer**

The proposed Traffic Regulation Order is in accordance with the Council's statutory powers to make residents parking orders under the Road Traffic Regulation Act 1984. In accordance with the relevant Regulations, the intention to make the order has been advertised and there has been one formal objection received during the public consultation period. Therefore, the Cabinet Member is now required to have regard to that objection and consider whether, in the light of those representations, the TRO should be confirmed. The one objection has been submitted by a local business and the concerns expressed relate to the loss of free road-side parking for local businesses. However, the purpose of the residents parking order is to improve traffic management and road safety, not to protect business interests. The improved parking for disadvantaged local residents is also consistent with the Council's public sector equalities and socio-economic duties. Therefore, it is reasonable for the Cabinet Member to conclude that there are valid grounds for confirming the TRO for these reasons, notwithstanding the one objection received.

## **Comments of Head of People and Business Change**

The report writer has considered the Well-being Goals and the Sustainable Development Principle of the Well-being of Future Generations (Wales) Act 2015.

From an HR perspective there are no staffing implications.

## **Comments of Non-Executive Members**

### **Councillor K Thomas:**

I wish to reflect the comment I have received from a resident of Clyffard Crescent who tells me that when the resident only parking amendment was proposed their household very much supported the initiative

but subsequently learnt that they would be excluded from obtaining a permit for their motorhome because it exceeds the weight limit. The resident tell me that this situation also applies to 3 other households and they all now wish it to be known that they would not have supported the proposal if they had known that their vehicles could no longer be parked in Clyffard Crescent.

#### Cabinet Member Response:

The council received a petition from the residents of Clyffard Crescent which indicated overwhelming support for the introduction of a Resident Parking scheme (RPS).

Residents were written to in September 2020 advising of the council's intention to introduce the scheme, explaining how the scheme would operate and directions to the council's web site and Contact Centre for additional information on terms and conditions.

Full statutory consultations were then undertaken and with only one objection from a local business received, I took the decision as Cabinet Member for City Services to proceed with the implementation.

The RPS only applies to 50% of the available parking road space in Clyffard Crescent which will leave significant areas of unrestricted parking for non-permitted visitors and deliveries, non-eligible vehicles and additional vehicles where households have in excess of two vehicles registered to their property.

The RPS is only applicable 8:00am to 8:00pm Monday to Saturday which still allows unrestricted parking on Sundays and overnight between 8pm and 8:00am Monday to Saturday.

Therefore, due to the overwhelming resident support, closing of the statutory consultation period and reasonable levels of unrestricted parking available, there are no plans to reverse my decision on this well supported scheme.

#### **Local issues**

Processes include consultation and engagement with Members. Feedback suggests they are supportive of this scheme.

#### **Fairness and Equality Impact Assessment:**

- **Wellbeing of Future Generation (Wales) Act**

The Well-being of Future Generations (Wales) Act is about improving the social, economic, environmental and cultural well-being of Wales.

The below provides a few examples of how the parking proposals in this report supports and contributes to meeting our long term objectives.

#### Looking to the long Term

It is important for us to balance short-term needs with the need to safeguard the ability to also meet long-term needs. The Resident Parking Scheme promotes regeneration, whilst protecting the environment. Reducing vehicle movements in the area would help lower poor air quality, making the environment greener and safer.

#### Prevention

The proposed resident parking schemes would alleviate the ongoing parking situation for residents which is a source of community tension. The traffic order would enable the councils Civil Parking service to enforce parking restrictions to the benefit of permit holders

#### Collaboration

The well-being of others is considered in our proposal by providing increased parking opportunities for our residents and improving quality of life. It is understood how at present vulnerable members of our community find it difficult to park due to high levels of non-residential parking. The controls would provide

more of an opportunity for the mobility impaired to better access the outdoors allowing them to live more independently.

#### Involvement

Statutory and non-statutory consultation has been undertaken in considering scheme options and decisions to implement the schemes.

#### Taking an integrated approach

The parking scheme demonstrates an integrated approach by reviewing and addressing concerns in the wider area, as opposed to taking care of a particular problem in isolation. By applying resident parking to 50% of the road space, 50% of road space remains available for unrestricted parking by non-residents. Availability of free and paid for parking in the area also ensures parking needs are addressed.

### • **Equality Act 2010**

Public Sector Equality Duties (PSQD) under s149(1) of the Equalities Act 2010, requires the authority, in exercise of its functions, to have due regard to the need to eliminate discrimination, harassment, victimisation and any other conduct that is that is prohibited by or under this Act. Advance equality of opportunity between person who share a relevant protected characteristic and persons who do not share it.

Having due regard means the need to; a) remove or minimise disadvantage suffered by persons who share a relevant protected characteristic that are connected to that characteristic; b) take steps to meet the needs of persons who share a relevant characteristic that are different from the needs of persons who do not share it; c) encourage persons who share a protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs, sex and sexual orientation.

An equality impact screening assessment has been undertaken regarding the proposals contained within this report.

Officers consider the overall equalities impact of the proposals is neutral.

### • **Socio-economic Duty**

The proposed resident parking schemes will deliver improved parking for disadvantaged local residents which is consistent with the Council's public socio-economic duties.

### • **Welsh Language (Wales) Measure 2011**

There is no impact on the Welsh Language (Wales) Measure 2011 by this proposal.

### **Crime and Disorder Act 1998**

Section 17(1) of the Crime and Disorder Act 1998 imposes a duty on the Local Authority to 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.

The enforcement of parking is a civil offence enforced by the councils Civil Parking Enforcement service. Therefore there is impact as a result of this proposal.

### **Consultation**

The formal consultation commenced on the 18<sup>th</sup> September 2020 for a period of 21 days.

A total of 80 properties in Clyffard Crescent & Kingsmill Terrace received the consultation material which consisted of a letter and a drawing highlighting the proposals, inviting them to make comments.

Individuals had the opportunity to send feedback by returning the slip in the pre-paid envelope provided. Alternative methods also include sending a letter via royal mail, emailing Newport City Council Traffic Mailbox or engagement via City Services.

Full statutory advertisement and consultation was undertaken on the proposed making of the traffic order

### **Analysis**

Parking capacity and occupancy surveys were undertaken to establish the full extent of the difficulties being expressed by residents

### **Arising Issues**

No outstanding issues to address arising from this consultation.

### **Background Papers**

Appendix A: Proposed parking layout in Clyffard Crescent & Kingsmill Terrace

Appendix B: Objection received and City Services response.

**Dated: 23 September 2021**