

AGENDA MANAGEMENT SHEET

Name of Committee Warwick Area Committee

Date of Committee 30th January 2007

Report Title Decriminalisation of Parking Enforcement

Summary Public consultation has been carried out on proposals for extensions and changes to resident’s parking schemes and on-street pay and display arrangements in Warwick District. The proposals are in conjunction with the introduction of decriminalisation of parking enforcement. This report considers the results of the consultation and recommends the way forward.

For further information please contact Roger Bennett
Strategic Projects Team Leader,
Traffic Projects Group,
Tel. 01926 412648
rogerbennett@warwickshire.gov.uk

Would the recommended decision be contrary to the Budget and Policy Framework? Yes/No

Background Papers Parking Study Report.
Various letters, emails and questionnaires.

CONSULTATION ALREADY UNDERTAKEN:- *Details to be specified*

- Other Committees Cabinet – 29th November 2001,
14th October 2004
Warwick Area Committee 23rd July 2002
- Local Member(s)
(With brief comments, if appropriate)
- Other Elected Members
- Cabinet Member Councillor M Heatley – for information
(Reports to The Cabinet, to be cleared with appropriate Cabinet Member)
- Chief Executive

- Legal I Marriott - No comments
- Finance R Phillips – agreed
- Other Chief Officers
- District Councils Warwick District Council
- Health Authority
- Police Warwickshire Police – comments included
- Other Bodies/Individuals

FINAL DECISION **YES/NO** *(If 'No' complete Suggested Next Steps)*

SUGGESTED NEXT STEPS :

Details to be specified

- Further consideration by this Committee Various stakeholders. Comments from Green Party, Leamington Chamber of Trade, Guide Dogs for the Blind Association, Warwick Chamber of Trade and Warwick Society, included.
- To Council
- To Cabinet
- To an O & S Committee
- To an Area Committee
- Further Consultation

Warwick Area Committee – 30th January 2007

Decriminalisation of Parking Enforcement

**Report of the Strategic Director for
Environment and Economy**

Recommendations

1. That the Warwickshire County Council (Various Streets, District of Warwick) (Resident's Parking Places, On-Street Parking Places and Waiting Restrictions) Order 2007 be made as advertised subject to the following amendments:-
 - (i) The pay and display arrangements in Newbold Terrace, Leamington Spa, to be from 8am to 6pm (rather than 8am to 8pm).
 - (ii) A reduction in the length of limited waiting on the west side of York Road so that it commences at a point 48 metres north of its junction with Avenue Road (rather than 9 metres).
 - (iii) The omission of the proposals for Archery Road, Clarendon Crescent and the northern length of Grove Street, Leamington Spa (subject to the revised proposals in 2 below).
 - (iv) The omission of the proposals for Tachbrook Road service road.
 - (v) Eligibility for permits to park in Zone L2 to be limited to residents of Willes Road, Leamington Spa (excluding Lansdowne Crescent) between Clarendon Crescent and Cross Street only.
2. That the following proposals be advertised (Plans in **Appendix D**):-
 - (i) **Leamington Spa**
 - (a) Archery Road - both sides, waiting limited to 4 hours, no return for 8 hours except permit holders, 8am to 8pm, daily as shown on Plan No 1.
 - (b) Augusta Place – both sides waiting limited to 2 hours, no return for 4 hours except for permit holders, 8am to 8pm, daily as shown on Plan No 2.
 - (c) Beauchamp Avenue - north side, waiting limited to 2 hours, no return for 4 hours except for permit holders, 8am to 8pm, daily as shown on Plan No 3.
 - (d) Church Street - west side waiting limited to 2 hours, no return for 4 hours except for permit holders, 8am to 8pm, daily as shown on Plan No 4.
 - (e) Clarendon Crescent - revised proposals as shown on Plan No 5.
 - (f) Clarendon Street (Sherbourne Terrace) - both sides waiting limited to 2 hours, no return for 4 hours except for permit holders, 8am to 8pm, daily as shown on Plan No 6.

- (g) Grove Street - revised proposals as shown on Plan No 7.
 - (h) Oxford Street - revised proposals as shown on Plan No 8 with eligibility extended to residents of Zone L2 and Chandos Street, Guy Street, Guy Place East, Guy Place West, Oxford Place and Oxford Street.
 - (i) Regent Grove – inclusion of waiting limited to 2 hours, no return for 4 hours, 8am to 8pm, daily as shown on Plan No 9.
 - (j) Residents of 55 and 57 Regent Grove to be eligible for permits to park in Zone L2.
 - (k) Residents of No's 3-5 and 2-12 Regent Street to be eligible for permits to park in Zone L3.
 - (l) Russell Terrace – north side, waiting limited to 2 hours, no return for 4 hours except for permit holders, 8am to 8pm, daily as shown on Plan No 10.
 - (m) Residents on the west side of Wood Street to be eligible for permits to park in Zone L4.
 - (ii) **Warwick**
 - (a) Coten End – north side, waiting limited to 2 hours no return for 4 hours except for permit holders, 9am to 5pm Monday to Saturday as shown on Plan No 11.
 - (b) Residents of 35-41 Percy Road to be eligible to park in Zone W3.
 - (c) Residents of 13-19 West Street to be eligible to park in Zone W1 (rather than W2).
 - (iii) **Whitnash**
 - (a) Revocation of the 2 hour waiting limit at the northern end of Tachbrook Road service road as shown on Plan No 12.
 - (iv) **Visitor Permits**
 - (a) Registered Guest Houses to be allowed to apply for additional "Visitor" permits.
 - (v) **On-Street Parking Charges - Warwick**
 - 30 minutes – 20p (as previously advertised).
 - Up to 1 hour – 90p (rather than £1 previously advertised).
 - Up to 2 hours - £1.50p (rather than £1.60p previously advertised).
3. That further consideration be given to the issue of Business Permits, Customer Permits and Community Worker Permits.

1. Introduction

- 1.1 The Road Traffic Act of 1991 introduced legislation to enable a Highway Authority to seek approval from the Secretary of State to establish Special Parking Areas (SPA) in which the Authority has the responsibility for enforcing on-street parking regulations. In a SPA any non-compliance with the regulations is treated as a civil, rather than a criminal offence. With decriminalisation of parking enforcement (DPE) the Authority, or its agents, issues penalty charge notices for non-compliance with the regulations, and collects money from the penalties.
- 1.2 Inadequate enforcement of on-street parking restrictions across the County has contributed to congestion and parking problems. In response to this, Warwickshire County Council has established a policy and commitment to the implementation of DPE. The principal aim of DPE in Warwickshire is to introduce a better enforcement regime of parking regulations, with powers for enforcement being devolved to the District/Borough Councils as the Highway Authority's partners.
- 1.3 DPE has a number of benefits:-
- (i) Increased turnover and availability of parking spaces, particularly short-stay spaces, which help maintain the vitality and viability of town centres.
 - (ii) Reducing congestion, with less traffic circulating the town looking for a parking space (following the introduction of DPE in Stratford-upon-Avon and Rugby about 5 to 10% more drivers go direct to an off-street car park).
 - (iii) Reducing the amount of obstructions caused by illegal parking.
 - (iv) Enabling easier and more reliable access to designated loading facilities for deliveries, and Disabled Person's Parking Spaces.
 - (v) Less parking on footways, making life easier for pedestrians and wheelchair users.
 - (vi) Easier access for emergency vehicles and public transport.
- 1.4 DPE was successfully implemented in Stratford on Avon District in October 2004 and in Rugby Borough in October 2006. The aim is to introduce DPE in Warwick District in August 2007 and in Nuneaton and Bedworth Borough and North Warwickshire Borough in 2008/09.

2. Background

- 2.1 At its meeting on 23rd July 2002 this Committee considered a report on the introduction of DPE in Warwick District. The Committee agreed to the setting up of a Joint Member Working Group (JMWG) which has met on several occasions

to consider the development of the scheme. The membership of this group is as follows:-

(i) **Warwickshire County Council Representatives:-**

Portfolio Holder for Environment.
Chair of the Environment Overview and Scrutiny Committee.
Chair of the Warwick Area Committee.
Liberal Democrat Spokesperson for Environment.

(ii) **Warwick District Council Parking Group Representatives:-**

Councillor Mrs Josie Compton.
Councillor Bill Gifford.
Councillor Mrs Christine Hodgetts.
Councillor Richard Tamlin (to March 2005).
Councillor John Holland (from March 2005).

- 2.2 At its meeting on 14th October 2004 Cabinet agreed a recommendation from Warwick Area Committee that approval be given to develop an application for a SPA for Warwick District and to negotiate and enter a Partnership Agreement with Warwick District Council (WDC). Officers have drawn up an agreement which was approved by the Executive of WDC at its meeting on 11th December 2006 subject to further consideration of certain set up costs and confirmation of plans to deliver a Car Park Variable Message Signing scheme for Warwick and Leamington Spa alongside the introduction of DPE. It is anticipated that these matters will be satisfactorily resolved and that the agreement will be signed early in 2007. It is intended that a draft SPA application will be submitted to the Secretary of State in early February.

3. Development of Proposals

- 3.1 A consequence of DPE is that some existing long-stay parking in short-stay locations will be displaced – either to off-street long-stay parking or to unrestricted parking areas further out. A detailed study, to investigate the likely extent of this displacement and ways in which it can be managed has been carried out by the consultants, Arup. The main findings, which have influenced the development of the proposals, can be summarised as follows:-

- (i) There is a significant amount of illegal parking on-street in both limited waiting areas and existing Residents Parking Schemes (RPS) in Warwick, Leamington Spa and Kenilworth, either yellow line offences or over staying offences.
- (ii) The introduction of DPE will remove the majority of these illegal events, freeing up a large number of on-street spaces for use by visitors/shoppers to these towns.
- (iii) Some existing short-stay parking events in off-street car parks will relocate to more convenient on-street locations even if on-street parking charges are introduced since these drivers already pay for car parking.

- (iv) Displaced long-stay parking events will relocate to either off-street car parks or to areas of unrestricted parking on-street. Some of this parking may cease due to modal change. There is adequate capacity in the off-street car parks to accommodate a significant proportion of these displaced parking events.
 - (v) There will be additional on-street parking demand in areas outside the controlled areas (i.e. where there is time limited waiting including the existing RPS).
 - (vi) The introduction of additional RPS, particularly in Leamington Spa, would increase the displacement of long-stay parking since there is a significant amount of commuter parking in the streets that could be considered for RPS. This displacement would increase pressure for on-street unrestricted spaces in an annular ring of residential streets outside the area of the existing RPS. It would also create a large number of empty short-stay parking spaces on-street for which there does not appear to be any demand, since there are likely to be vacant short-stay both on and off-street within the existing area of controlled parking.
- 3.2 Based on the findings of the Arup report, in Warwick the implementation of DPE only (i.e. existing restrictions and RPS only) is predicted to result in a displacement of 153 vehicles. Of these 15 are predicted to change the mode of travel and 30 will be displaced to off-street car parks. The remaining 108 vehicles are predicted to displace to unrestricted on-street spaces. This rises to 203 with an expansion of the RPS in the streets around the railway station and in the Hampton Street area. The view is that there is sufficient capacity both on and off-street to cope with this.
- 3.3 In Leamington Spa the implementation of DPE only (i.e. existing restrictions and RPS only) is predicted to result in a displacement of 732 vehicles. Of these 74 are predicted to change the mode of travel and 146 will be displaced to off-street car parks. The remaining 512 vehicles are predicted to displace to unrestricted on-street spaces. Again the view is that there is sufficient capacity both on and off-street to cope with this.
- 3.4 The predicted displacement to unrestricted on-street spaces with the implementation of a major expansion of the RPS in Leamington Spa is 1275 vehicles. In this case the view is that this would result in significant problems arising and, as stated above, would create a large number of empty short stay parking spaces on street for which there does not appear to be any demand.
- 3.5 In view of the above the JMWG agreed an implementation strategy based on a phased approach. Members agreed that the first phase should include a very limited expansion of the RPS, that the effects of displacement be monitored and that further expansions and other measures be considered if necessary.
- 3.6 Officers undertook a series of detailed discussions on this strategy with local interest groups in Kenilworth, Leamington Spa and Warwick. As a result a set of proposals was developed for changes and extensions to the RPS and on-street pay and display arrangements. These proposals were broadly supported by the

stakeholders and were reported to the Executive of Warwick District Council at its meeting on 24th July. The Executive recommended that Warwickshire County Council should carry out formal consultations on the proposals.

4. Summary of Proposals

- 4.1 Details of the proposals are shown on the plans in **Appendix A**.
- 4.2 In Kenilworth the proposals are for the existing RPS to apply from 8am to 8pm daily rather than the existing 9am to 5pm, Monday to Friday; the introduction of a RPS in Castle Green; no waiting at any time on Castle Road; and for pay and display arrangements in Barrow Road, Bertie Road and Station Road. The proposals for on-street pay and display arrangements are discussed in more detail in 5 below.
- 4.3 In Leamington Spa the proposals are for the existing RPS to apply from 8am to 8pm daily rather than the existing 9am to 5pm, Monday to Friday; a limited expansion of the RPS in a number of areas; and for pay and display arrangements in most of the streets in the town centre operating from 8am to 8pm. The proposals also include the introduction of angled parking in a number of locations to maximise the amount of on-street parking available and to reduce the impact of displaced parking.
- 4.4 In Warwick the proposals are for the existing RPS to apply from 8am to 8pm daily rather than the existing 9am to 5pm, Monday to Friday; an expansion of the RPS in the Hampton Street area and in the streets near the railway station and Warwick Hospital and for pay and display arrangements in most of the streets in the town centre. There are no proposals at this stage for any other changes to the on-street parking arrangements in the town centre. However, it is anticipated that recommendations for changes will arise from the Warwick Forum. The intention is that, if agreed, these will be advertised and implemented in time for them to be enforced in the new parking management regime.
- 4.5 In Whitnash the only proposal is for a RPS on the Tachbrook Road service road.

5. On-Street Parking Charges

- 5.1 County Council policy, agreed by Cabinet in November 2001, includes a presumption that a robust business case for DPE will include charging for on-street parking as a means of ensuring the viability of the scheme. One of the principles for on-street parking charges is that they should be set higher than off-street. Apart from generating an income stream to support the viability of DPE, on-street charging discourages the circulation of traffic looking for free on-street parking places and encourages the use of off-street car parks. Unnecessary circulation of traffic is a problem which significantly adds to traffic flows in many town centre areas and contributes to pollution and road safety issues. Blue badge holders are exempt from any on-street charges or time restrictions.

- 5.2 The streets proposed for pay and display arrangements are shown in the plans in **Appendix A**. The proposed hours of operation in Kenilworth and Leamington Spa are from 8am to 8pm, daily. In Warwick the proposed hours in those streets within the RPS are the same as the proposed hours of operation of that scheme i.e. 8am to 8pm daily. At this stage, in other streets in Warwick (pending any recommendations from the Warwick Forum), the hours of operation are from 9am to 5pm, Monday to Saturday, i.e. the time periods in which the existing restrictions apply.
- 5.3 WDC currently offers a free 15 minute period in all its off-street car parks. There are no proposals for a reciprocal arrangement on-street but it is proposed that (in line with the arrangements in Stratford-upon-Avon and Rugby) a nominal charge of 20p for 30 minutes be introduced in Leamington Spa and Warwick. Kenilworth is the only town in the District where there is currently a 30 minute period available in the off-street car parks. The charge for this from April 2007 will be 30p and it would not therefore be appropriate to offer a cheaper on-street charge.
- 5.4 The proposed on-street charges that have been advertised are shown in the table below. They were intended to be the same charges as in the limited-stay off-street car parks but higher than those in the long-stay off-street car parks to encourage the use of these car parks as a first choice. However, in the case of the limited-stay car parks in Warwick, WDC Executive has in fact agreed that the charges from April will be 90p for up to 1 hour and £1.50 for up to hours. It is therefore recommended that revised on-street charge for Warwick should be advertised.

Town	Hours of operation	Proposed On-Street Charges
Leamington Spa	8am to 8pm Daily	30 minutes – 20p 1 hour - £1 2 hours - £1.80p
Kenilworth	8am to 8pm Daily	No half hour period 1 hour - 70p 2 hours - £1
Warwick	Residential Streets 8am to 8pm daily Other Streets 9am to 5pm, Mon – Sat	Advertised 30 minutes – 20p 1 hour - £1 2 hours - £1.60p Proposed 30 minutes – 20p 1 hour – 90p 2 hours - £1.50p

6. Consultation

- 6.1 The proposals were published on the 9th November 2006 together with plans and information provided to residents in the District in an eight page wrap in the

Observer newspaper. This was delivered free to households in the District. The proposals were formally advertised in the Observer on 16th November 2006 with comments and objections invited by the 7th December. There were regular press and media releases during the consultation period.

- 6.2 Public exhibitions, which were staffed by officers from the County and District Councils, were held to display the proposals at the following locations:-
- (i) Leamington Spa:- Royal Priors Shopping Centre on 10-11 November, All Saints Church on 13th/14th November.
 - (ii) Kenilworth:- Abbey End on 15th-16th November.
 - (iii) Warwick:- Market Square on 17th-18th November.

In addition, the plans were displayed from 9th November to 7th December at Shire Hall and Warwick Library, Leamington Town Hall and Riverside House, Kenilworth Library and Whitnash Library. A questionnaire was available at the exhibitions and displays. It was also available for completion on the scheme website (www.warwickshire.gov.uk/decrim).

- 6.3 Formal consultation was carried out with Warwickshire Police, local Councils and other stakeholder organisations.
- 6.4. A letter outlining the proposals and the details of the public exhibitions was sent to all residents in streets with existing and proposed RPSs.
- 6.5 The WDC Community Development Team has started work in the Packmores area of Warwick. During November and December the team took the opportunity to carry out a survey of residents in Wathen Road and part of Peel Road to ascertain their views on various issues including parking.

7. Comments Received and Recommendations

- 7.1 Warwickshire Police support the proposals in conjunction with the introduction of DPE. Details of the various other comments, suggestions and objections received are detailed in **Appendix B** together with recommendations on how these should be dealt with. The results of the Wathen Road/Peel Road survey are included as **Appendix C**. The recommendations include various revised proposals to be advertised. A number of these are detailed on the plans in **Appendix D**.
- 7.2 With the proposals as advertised the predicted displacement of vehicles to unrestricted on-street parking spaces in Leamington Spa was 425. If the recommendations in this report are accepted this is predicted to increase to about 500 vehicles. As previously stated, the view is that there is sufficient capacity available both on and off-street to cope with this. However, there may well be more impact in some areas than others. It is intended, therefore, that the situation will be monitored and that there will be an early review of the need for further measures to be considered.

- 7.3 There are a number of locations across the District where requests have been received in the past to consider the introduction of parking restrictions. The aim is for these to be investigated in the next few weeks and, where appropriate, for proposals to be advertised with a view to early implementation.

8. Financial Issues

- 8.1 One of the principles of DPE is that the scheme is required to be self-financing. It is not possible to establish a detailed business case until the final scheme has been agreed. However, all the indications are that the full set up costs should be repaid in the third year of operation and that the scheme will be in surplus from that time.

9. Timetable

- 9.1 The outline timetable for the future progress of the scheme is shown in the table below:-

Date	Action
February 2007	Signing of Partnership Agreement with Warwick District Council and draft SPA application to Department for Transport
March 2007	Advertise changes recommended in this report together with any proposals for further waiting restrictions required
May 2007	Report to Warwick Area Committee if required on any objections received
July/August 2007	TRO Implementation
August/September 2007	DPE Implementation
December 2007	Completion of VMS schemes
January 2008	Initial assessment of affects of DPE with stakeholders
September 2008	Formal review of scheme

10. Conclusion

- 10.1 The introduction of DPE in Warwick District will bring many advantages. It will improve the quality of life for many residents, particularly those living close to the town centres who are affected by shoppers and commuter parking. In addition effective enforcement of parking regulations within the District will contribute to improved road safety and traffic management, help to improve the environment by reducing the amount of traffic circulating looking for parking spaces and will support the economic viability of the town centres.

JOHN DEEGAN
Strategic Director for Environment and Economy
Shire Hall, Warwick

19th January 2007