

| | | |
|--|---|--------------------------------------|
| CALL-IN REQUEST | Please state your name | Which Committee do you Chair? |
| Request by Chair of relevant Overview and Scrutiny Committee | Councillor | |
| Request by other Councillors | | |
| | 1.Councillor Sarah Feeney | |
| | 2.Councillor John Holland | |
| | 3. Councillor Barbara Brown | |
| | 4. Councillor Sarah Millar | |
| Decision maker (please state Cabinet or member or name and title of officer) | Date of Decision | |
| Wallace Redford | | |
| Relevant Decision (please identify the particular decision that is being called in) | | |
| On-street Parking Management - Cross Party Working Group Recommendations | | |
| Reasons for Call-in (please give nature of concerns) | | |
| <p>That the report does not clearly breakdown how the cost can be £63 per resident. This is particularly confusing because officers are suggesting that enforcement is not part of the £63 despite this being part of the report. The financial data has not been shared and it seems impossible that the scheme costs £850,000 to administer.</p> <p>The report suggests a decrease in price for electric vehicles but many residents cannot legally put in electric charging points.</p> <p>The increase in pricing takes no account of the residents ability to pay – this ignores our policies on tackling social inequality.</p> <p>That there are insufficient spaces for residents in some divisions to park in and residents feel that they are not getting the service they pay for. A full parking survey needs to take place.</p> <p>The report gives no consideration to streets opting out of the parking zone.</p> <p>The electronic system will be particularly difficult for those with visitors to operate.</p> | | |
| Office Use Only – To be completed by Democratic Services in consultation with the AD Governance and Policy | | |
| Date Request Received | Is the request valid? (If not please give reason for invalidity) | |
| | | |

Officer Response to Reasons for Call-in

1. That the report does not clearly breakdown how the cost can be £63 per resident. This is particularly confusing because officers are suggesting that enforcement is not part of the £63 despite this being part of the report. The financial data has not been shared and it seems impossible that the scheme costs £850,000 to administer.

Work was carried out by an independent parking consultant to look into the cost of running a residents' permit parking scheme. The work and findings were provided in detailed spreadsheets. The team are therefore working on a briefing to explain the analysis to sit alongside this, and this will be available shortly. The analysis found that the break-even cost of administering a permit scheme equates to £63 per permit. The costs of enforcement were included in the calculation but revenue from penalty charge notices were then deducted from the total cost

The cross-party working group considered a suggestion that a pricing scheme of £50 for the first permit, £75 for the second permit and £75 for a visitor's permit should be put forward. The third permit would be removed entirely. This pricing structure results in an average cost per permit, assuming stable levels of permit uptake, of approximately £61, close to the calculated cost-neutral figure.

2. The report suggests a decrease in price for electric vehicles, but many residents cannot legally put in electric charging points.

The discussions which took place during the cross-party working group on this issue focussed on a desire to address the climate emergency, tackling exhaust gas air quality issues in our town centres and to provide an incentive for the switch away from fossil-fuel powered vehicles as we approach a national ban on new ICE vehicle sales by 2030.

It is acknowledged that many of the roads which are part of residents' permit schemes feature terraced housing with no off-street parking. In these areas it is difficult to provide electric or hybrid vehicle charging points on existing street furniture and home charging via cables to vehicles parked on-street can create trip hazards on footways. Work is being carried out nationally to find a way forward on this issue.

Many employers now offer electric and hybrid vehicle charging points at places of work, which will also help to promote the switch to electric power. This is alongside a growing number of publicly accessible charging points across the county and charging stations coming on stream. With this in mind, and with an eye on future charging technology which might allow easier on-street charging at home and in town centres, the group considered it reasonable to offer the permit discount as a small contribution towards this shift.

3. The increase in pricing takes no account of the residents' ability to pay – this ignores our policies on tackling social inequality.

Currently, we have no means of assessing a resident's ability to pay within the administration of the permitting scheme. Setting up and running such a process would be resource intensive, require rigorous checks and enforcement, and could be seen as means-testing or overly intrusive. Any scheme that might therefore be established providing discounts according to the means or status of individuals would have to be proportionate in both administrative cost and intrusiveness.

The purpose of the price rises is to bring the permit charges closer to cost neutral, in line with our current parking policy (2007). When introduced in 2004, permits were £15 each. They have risen once in 18 years, to £25 each. One permit therefore equates to just under seven pence a day for all day all year-round parking on-street. A single resident's permit would rise to just under 14 pence a day and a single visitor permit would be just over 20 pence a day.

4. That there are insufficient spaces for residents in some divisions to park in and residents feel that they are not getting the service they pay for. A full parking survey needs to take place.

The number of licensed vehicles on Warwickshire's roads increases every year. This is not accompanied by a similar increase in parking availability, not least for on-street parking, much of which takes place on roads which pre-date mass car ownership. Residents permit schemes can give long stay parking priority to permit holders, but they cannot guarantee the availability of parking places. The costs of a scheme are the same regardless of the number of spaces available.

The existing arrangement of three residents' permits plus one visitor's permit per household was agreed following consultation with the public previously. In addition to providing preferential all day all year parking for residents, residents parking zones also offer limited waiting short stay parking for shoppers, visitors, tourists and tradespeople. In this way, a balance is sought to cater for all of the demands on on-street parking. Restricting parking availability to residents only is unlikely to remove the problem, particularly in light of multiple vehicle ownership per residence, and is likely to have a detrimental impact on town centre economies.

The current proposals to remove the third residents' permit, as suggested at the cross-party working group, is intended to help reduce parking demand in the busier parking zones.

Details of what full parking would entail, what it would seek to achieve, and how this information would be utilised would need to be carefully considered and agreed, and be cognisant of the resource input required.

5. The report gives no consideration to streets opting out of the parking zone

Parking zones have almost exclusively been introduced at the request of local communities to help manage the local parking situation. Such zones can equally be

removed if local communities wish to see this, and residents may contact Warwickshire County Council Minor Works team to request that their street is removed from eligibility for residents parking. The Minor Works team would only take such a proposal forward if it was the suggestion of a good number of residents. This would require a variation of the relevant traffic regulation order (TRO). In such cases, a period of statutory consultation would take place on the TRO variation, responses would be considered, and a decision made by the Portfolio Holder on the way forward, taking into account residents' wishes and other considerations, such as network management and road safety.

6. The electronic system will be particularly difficult for those with visitors to operate.

The switch to digital, virtual permitting is in line with the Council's digital by design approach and national government's wish to embrace digital technology where possible. Many local authorities are in the process of switching to digital systems. Paper permitting systems are becoming increasingly out-dated, obsolete and unsupported.

During the original period of extensive consultation back in 2019, it was recognised that a period of adjustment may be needed to manage the new digital system. Our service provider NSL will provide a telephone helpline for those who may need help in the early stages of the switch-over.