

**TO: ENVIRONMENT, CULTURE & COMMUNITIES OVERVIEW & SCRUTINY PANEL
24 JUNE 2014**

**RESIDENTS' PARKING SCHEME – FORMAL CONSULTATION OUTCOME AND FINAL
SCHEME PROPOSALS**

Director of Environment, Culture and Communities

1 PURPOSE OF REPORT

- 1.1 This report presents an overview of the statutory consultation results for the proposed Residents' parking Schemes in streets surrounding the town centre.

2 RECOMMENDATION(S)

- 2.1 **That the Environment, Culture and Communities Overview and Scrutiny Panel notes the report.**

3 REASONS FOR RECOMMENDATION(S)

- 3.1 To inform the Panel of the Residents' Parking Scheme formal consultation results and to provide a further opportunity to view the final scheme proposals.

**4 ALTERNATIVE OPTIONS CONSIDERED / ADVICE RECEIVED FROM
STATUTORY AND OTHER OFFICERS / EQUALITIES IMPACT ASSESSMENT /
STRATEGIC RISK MANAGEMENT ISSUES / CONSULTATION**

- 4.1 Not to progress with a Residents' Parking Scheme. However this would result in a significant parking impact for residents in close proximity to the town centre.

5. SUPPORTING INFORMATION

- 5.1 As the town centre expands through regeneration, the day-to-day needs of residents will become a high priority and the Council must plan for the changes this will bring. This includes making sure residents living close to the town centre are protected from increased parking pressures.

- 5.2 The Council have already received requests for a RP scheme in some roads surrounding the town centre and as demolition and construction work continues, it will become increasingly important to protect residents from these parking pressures. The fundamental aims of a RP scheme would be to:

- Protect residents from increased parking pressures;
- Be simple for residents to use; and
- Be cost effective to operate.

- 5.3 It is considered that the best parking solution for residents is one which would cause little change to their existing parking habits. The proposed RP scheme uses modern day methods which would allow this by avoiding the need for official marked parking bays, instead only requiring that vehicles display a permit in the streets affected. Vehicles parked in a road where a scheme operates would need to display a permit in their window – with permits being issued for use by residents, their visitors or other legitimate users of the street. Accordingly, vehicles not displaying a permit during the schemes' operating hours could then be issued a parking fine. Standard exemptions would apply to postal deliveries, public services and for general loading/unloading of goods or passengers etc.
- 5.4 An informal consultation exercise was undertaken in July 2013 and sought residents' general views on a scheme, alongside information on their local needs and preferences. A summary of the informal consultation results is detailed below:
- 81% of the respondents felt that having an RP scheme in their road would be beneficial, in the context of a regenerating town centre;
 - 55% said they would not support a proposal for resident parking scheme if there were a charge for permits;
 - 80% thought there should be a limit on the number of permits issued per property and of these;
 - 12% suggested a one permit limit per property, 47% suggest two, 13% suggest three and 4% suggest four or five permits [24% gave no response to this question];
 - There was a fairly even split regarding suggested operating hours of a scheme, with 27% suggesting 8am-6pm, 27% suggesting 8am-8pm, 23% suggesting 8am-midnight and 23% stating various other operating hours;
 - 62% stated that a scheme should operate seven days a week.

Statutory consultation

- 5.5 In order for a Residents' Parking Scheme to legally exist, a Traffic Regulation Order (TRO) must be promoted. The statutory consultation process for a TRO requires public advertisement through the placing of public notices in the local press and on-street. It is a requirement for the Council to consider any formal objections received within the statutory advertisement period of 21 days. Formal notification of the public advertisement is given to key stakeholders including local Ward Members, Town and Parish Councils, Thames Valley Police and other affected parties.
- 5.6 The statutory consultation process for the proposed Residents' Parking Scheme involved sending a comprehensive information pack to all residents and stakeholders. This contained an introduction letter, a plan detailing the proposed RP, a copy of the scheme rules (**Annex A**) and a copy of the public notice. These packs were sent out on 7th April 2014 to every property within a proposed RP zone, together with those in close proximity. In total 2250 packs were delivered and residents were given 25 days to respond, an additional 4 days more than the statutory 21 days for a TRO process. A public notice appeared in the Bracknell News on the 10th April, supplemented with street notices erected on lamp columns at regular intervals throughout the zones. The final day for objections was 1st May 2014. A plan detailing all the zones and the roads within each is shown in **Annex B**.

- 5.7 Objections were invited through a web page linked to the Councils Objective consultation software. This web page allowed viewers to see all the proposals relating to each RP zone together with all the statutory documents. Residents and stakeholders were invited to object through this process, however respondents could also object or direct questions to a dedicated email drop account. Written objections were also invited.

Summary of Objections

- 5.8 A total of 30 objections were received. This equates to 1.3% of the 2250 properties consulted, although 4 of these objections were in fact received from residents outside the consultation zone. As well as formal objections, a number of residents made contact seeking clarification on certain points, or confirmation that they had understood the consultation. Local Member Councillor Ms Brown also provided a spreadsheet containing residents' issues that had been brought to her attention, however, many of these were also received directly from the residents.
- 5.9 The table below shows which zones the objections relate to. Whilst some of the comments are specific to a certain zone, many are in relation to the generic rules or operation of the proposed RP scheme and so they have not been summarised by zone. These are discussed later in the report.

	Zone A	Zone B	Zone C	Zone D	Zone E	Zone F	Outside Zone
Number of Objections received	0	8	0	3	1	14	4

Objections from Zone A and C (Priestwood and Garth Area – West and Grange Road Area)

- 5.10 There were no objections received regarding either Zone A or C. The final proposal for Zone A can be seen in **Annex C** and the Final proposal For Zone C can be seen in **Annex E**.

Objections from Zone B

- 5.11 From the 8 objections received, the most common grounds relate to the proposed removal of the existing waiting restrictions within Daventry Court aimed at providing more road side parking for residents, the private parking within Daventry Court being used by permit holders and the enforcement of existing parking in Zone B associated with local schools. There are also objections based on permit cost, properties not being included within the scheme and requests for additional parking restrictions.
- 5.12 The existing waiting restrictions in Daventry Court were previously introduced to prevent visitors to the town centre parking in the residential streets surrounding the Albert Road Car Park. It was felt that if the proposed RP scheme were to go ahead, visitors to the town centre would no longer be able to legally park within Daventry Court and so the restrictions could be removed to enable the local residents to use this road side space. However as some objectors they believe any parking in this area results in unsafe driving practices. It is proposed therefore to maintain the existing restrictions.
- 5.13 The car parks in Daventry Court are not public highway and as such the Residents' Parking Scheme can not relate to this area. However, as these parking areas are

private the land owner can erect signs to inform the general public accordingly, or indeed undertake private parking enforcement.

- 5.14 It will be recommended that the proposed removal of the exiting waiting restrictions within Daventry Court be abandoned from the Order and that the remainder of Zone B proceed as advertised. The final proposal for Zone B is shown in **Annex D1** and **D2**.

Objections from Zone D (Deepfield Road Area)

- 5.15 Of the 3 objections received, 2 are from within Kelvin Gate private development where the proposed scheme would provide residents with visitor permits only. One of these objectors' wishes to park additional cars on Deepfield Road and the other objection is from the Kelvin Gate Management Company who informs us that 10 properties within Kelvin Gate do not have any allocated parking and therefore rely solely upon parking in Deepfield Road. We are currently investigating the approved Parking Management Plan for the development which was required as part of the planning agreement. It is currently our position that this is fundamentally an issue for the Management Company as it should be providing sufficient parking spaces for all the properties within their development in accordance with this Parking Management Plan. We are therefore expecting the Kelvin Gate Management Company to solve this issue internally.
- 5.16 The third objection relates to parking at the Deepfield Road junction with Bay Road and the existing restrictions around Kelvin Gate which fall outside the scope of this proposal.
- 5.17 It will be recommended to proceed as advertised. The final proposal for Zone D is shown in **Annex F**.

Objections from Zone E (Goodways Estate)

- 5.18 A single objection states that there is no need for an RP scheme as the only parking causing an issue within this zone is related to school parking. The objector states they do not have an issue with town centre related parking. Concern is also raised about where vehicle parking for football and cricket matches will displace to, the cost of the permits rising in future, the number of vehicles owned by residents in Drayton Close and the insufficient road side space.
- 5.19 The proposed RP scheme is aimed at addressing future parking demands associated with the town centre construction and use. The proposals are therefore aimed at reserving current levels of available parking within this estate for residents. Football and cricket match parking, together with school related parking, would also be prevented within the Goodways Estate. However, the overall scheme proposals include a relaxation of parking within Larges Lane to accommodate shorter term parking associated with local amenities. The Council have committed to a 2 year trial during which the costs of the permits will remain the same.
- 5.20 It will be recommended to proceed as advertised. The final proposal for Zone E is shown in **Annex G**.

Objections from Zone F (Bracknell Lane East Area)

- 5.21 There were 14 objections in Zone F. Of these, 12 objections were against the proposal to remove the existing 'No Waiting At Any Time' restrictions within Old

Bracknell Lane East itself. None of these objections were raised against the principle of the Residents' Parking Scheme. The removal of this parking restriction had been proposed to afford residents more available on street parking, however, given these representations it is proposed to remove the revocation from the proposed TRO and maintain the existing restrictions.

- 5.22 The remainder of the Zone will proceed as advertised. The final proposal for Zone F is shown in **Annex H**.

Objections from Outside the Zone

- 5.23 There were 4 objections relating to the introduction of the Residents' Parking Scheme:
- 1 objection related to parking in Old Bracknell Lane East (Zone F). The objector states that they use this length of public highway to park when commuting from the station as it costs circa £1000pa to park in town centre car parks.
 - 1 objection is from a resident of Kennel Lane who claims to experience parking pressures already and these are set to get worse when residents and visitors of Zone B can no longer park in their street. (Kennel lane is not within the proposed residents' parking area).
 - 1 objection is on environmental grounds. The objector claims that the introduction of the RP scheme will encourage more residents to introduce dropped kerbs and driveways which will in turn add to surface water run off leading to flash flooding and removing available habitat for nature.
 - 1 objection is from a resident of Bay Road who currently uses Deepfield Road to park additional vehicles and they feel this is the only safe location in their locality (Zone B).

Statutory Consultees

- 5.24 Both Bracknell Town Council and Thames Valley Police responded to the consultation stating that they had no objection to the proposals.

Additional Comments Received

- 5.25 In addition to the objections received to the statutory advertisement, various comments and questions were received from residents either directly or through local Members. These are summarised below:
- 5.26 Concern is expressed regarding the proposed removal of parking restrictions in Daventry Court together with concerns that permit holders of Zone B would start to use the adjacent private car parks. This matter is covered by paragraphs 5.11 and 5.12 of this report.
- 5.27 The issue of commercial vehicles parking within the Goodways Estate generated several queries. The rules of the proposed RP scheme will allow any vehicle(s) up to 3.5t to be issued with a permit so long as the owner can demonstrate the vehicle is either registered to a property within the zone or has been issued by an employer for the residents' personal use. However, vehicle over 3.5t will not be eligible for a permit as vehicle of this size are subject to a Vehicle Operators Licence which specifies where the vehicle should be parked over night or when not in use. The vehicles described in this case are commercial vans which fall below the 3.5t limit.

- 5.28 Some questions related to the process of applying for permits. These residents have been advised that should the proposal proceed, properties eligible to apply for a permit will be contacted again and informed them of the process and time scales.
- 5.29 Some questions relating to enforcement were also received. These residents were informed the RP scheme restrictions will be enforced by the Councils' Parking Attendants, and that appropriate resource levels will be applied.
- 5.30 Concerns have also been raised regarding the impact of allowing private estate residents to park within RP zones using visitors' permits. However, in practice this is expected to have a low overall impact on the parking capacity.
- 5.31 Some residents comment that the scheme is not generating additional parking spaces, and that residents will therefore be applying for permits which do not translate into parking spaces within their street. It is considered that the best parking solution for residents is one which would cause little change to their existing parking habits. The proposed RP scheme uses modern day methods which would allow this by avoiding the need for official marked parking bays, instead only requiring that vehicles display a permit in the streets affected.

6 Scheme Proposal

- 6.1 It is proposed to proceed with the RP scheme TRO as advertised with the following exceptions:
- i. Remove the proposal to revoke the existing prohibition of waiting (Monday to Saturday 8.00am to 6.00pm) restriction in Daventry Court;
 - ii. Remove the proposal to revoke the existing prohibition of waiting (double yellow line) in Old Bracknell Lane East.

The amended proposals (affecting zones B and F) are shown in **Annex D1** and **H**. The proposals shown in **Annex's C, D2, E, F** and **G** will remain as advertised.

- 6.2 If authorisation is given to conclude the Residents' Parking Scheme TRO process the next steps and approximate time line will be:
- i. July 2014 - respond to the objectors in writing;
 - ii. July 2014 - sign and seal the Traffic Regulation Order;
 - iii. August 2014 - start the process to invite applications for parking permits;
 - iv. September 2014 - works on site to erect signing;
 - v. October 2014 - scheme live on-street with enforcement amnesty period;
 - vi. November 2014 - enforcement amnesty period ends.

Contact for further information

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Annex list

Annex A – Scheme Rules

Unrestricted

- Annex B – Plan showing all the zones
- Annex C – Final Proposal Zone A
- Annex D1 and D2 – Final Proposal Zone B
- Annex E – Final Proposal Zone C
- Annex F – Final Proposal Zone D
- Annex G – Final Proposal Zone E
- Annex H – Final Proposal Zone F