

North Somerset Council

Report to The Executive

Date of Meeting: 21 October 2020

Subject of Report: Parking review

Town or parish: All

Officer/Member presenting: The Executive Member for Business, Economy and Employment

Key Decision: Yes

Reason:

Affects multiple wards

Recommendations

- i. In light of both the consultation feedback and the Covid-19 emergency that we do not proceed with the January 2020 proposals in full at this time. Measures to be reconsidered as part of a longer-term approach to parking over the next 10 years.
- ii. Approve the introduction of the Leigh Woods on-street parking scheme which includes pay and display parking charges and residents permits. This scheme being an amended version of proposals previously approved by this committee in October 2019 and January 2020.
- iii. The process including legal consultation is commenced to implement the introduction of on-street charges, waiting restrictions and residents permits for Leigh Woods. Following statutory consultation, the decision to approve and implement the necessary Traffic Regulation Order(s) along with final details rests with the Executive Member.
- iv. Ask officers to evaluate options for residents parking permit schemes in areas where pressures already exist and to consider further appropriate parking restrictions across North Somerset (e.g. yellow lines/limited waiting restrictions) to address issues raised in the consultation.

1. Summary of Report

As part of the process to review parking in North Somerset, the Executive decided in January 2020 to implement a range of changes which included the introduction of new charges to manage parking on and off-street. As part of the decision the Executive also requested that an informal consultation exercise be carried out before bringing the

proposals back to the committee. This report sets out some of the key messages from the informal consultation exercise and how we are responding.

Since the consultation ended, Covid-19 has impacted behaviour in the short term but as lockdown has eased people are returning to their cars and the case for improving the management of parking across North Somerset still remains. This report recommends that we do not proceed with the January 2020 proposals in full at this time. Instead measures including charges at Clevedon, Nailsea and Portishead to be reconsidered as part of work to develop a 10-year plan for parking. The report sets out that the case for a scheme at Leigh Woods remains, with consultation comments more concerned with the details than the principle. An amended scheme for Leigh Woods is set out in response to the consultation feedback and the report recommends the approval of this scheme for implementation which would involve detailed design and a further statutory consultation exercise. A decision to approve and implement the necessary Traffic Regulation Order(s) along with any final details would rest with the relevant Executive Member.

2. Policy

The Joint Local Transport Plan 4 (JLTP4) sets out the West of England's vision and objectives for transport up to 2036. Two of the 5 main objectives are to "*Create better places*" and; "*Take action against climate change and address poor air quality*". The JLTP4 includes policies that specifically relate to parking and the need to deter private car use.

The Climate Change Act is a legally binding commitment by the UK to achieve an 80% reduction in CO2 emissions by 2050 from a 1990 baseline. Both the Council's Corporate Plan and the JLTP4 go further than this with targets to be carbon neutral by 2030. JLTP4 Highlights the need to change the way we travel which will mean managing demand and in turn this will mean new charges and restrictions. Management of parking provision is one of the measures listed that will need to be considered with charges to raise revenue to reinvest in alternative modes of transport.

3. Details

Much has happened since the decision in January 2020. An informal consultation exercise was carried out in February - March 2020 which produced some valuable feedback and raised a range of concerns about the proposals. The Covid emergency and national lockdown has also happened which has unsettled businesses and affected travel and parking habits. It now seems appropriate to recommend extending the review to allow time to fully consider the consultation feedback and better understand how Covid impacts will translate into parking demand in our town centres and seafronts. However the case for the Leigh Woods scheme appears clearer than the other elements and so this could be progressed sooner.

3.1. Headline Results from informal consultation

The informal consultation showed that the introduction of charges is not popular and whilst this was expected, the consultation did also confirm the difficulties with parking that the proposals were designed to address did exist in many areas. It is worth noting that while the majority of respondents did not want to pay for parking some support for the proposals was also expressed. It is clear that something does need to be done to improve the way parking is managed but more time is needed to reflect on consultation feedback and the impacts of Covid on the 3 towns.

When interpreting the consultation results it needs to be borne in mind that respondents have self-selected. The consultation was never intended to be a vote but rather to seek feedback on the details of the proposed measures approved by the January Executive Committee. Inevitably it has been used as an opportunity to communicate objection to the principle. In some cases there has been some coordinated efforts to prompt people to respond against the changes and this was most pronounced in Nailsea where we know that Bristol Water sent an email to all staff asking them to respond against the proposals. With this in mind however, the feedback given has been very useful.

Before we undertook the consultation exercise we expected 60% against and 40% constructive input and the results broadly reflect this. Nailsea saw a split more like 70% - 30% and respondents for Clevedon seafront area and Roath Road car park in Portishead were the most accepting of higher charges albeit still with the majority selecting the lowest option.

Some of the key issues commented on were:

Difficulty parking – There was clear acknowledgement of the difficulty parking in nearly all areas in the proposals for example Clevedon seafront 63% said it was difficult/very difficult to park and 15% said it was easy/very easy to find a space. The exceptions were the Great Western Road east and west car parks where most respondents felt there was little difficulty finding spaces.

Charging levels – In general there was some push back on the charging levels, in particular at the shopping areas on the basis of need to support shops but there were also feelings that proposed rates would impact tourism. Leigh Woods was the exception where there was a feeling the all-day charge should be higher to successfully manage commuter demand.

Hours of operation – There were requests to reduce hours of operation to finish earlier than 6pm to match shop opening hours and allow residents returning home from work to park more easily. There was some contradiction for the Hill Road area where parking problems were also identified to extend through the evening. In Leigh woods there was push back on the longer evening operating hours in view of the impacts on social activities and clubs.

Length of stay – There were some location specific responses such as Nailsea High Street where the need for turnover prompted comments that 1 hour would be more appropriate than the 3 hours proposed. For Clevedon seafront the range of longer stay users was described including sailing, rowing, angling and the bowling club, for whom longer than 3 hours would be needed.

User types – There are clearly differences between each area in terms of the dominant user types such as Clevedon seafront being leisure dominated but the town centres being more about demand for shoppers.

With the exception of Great Western Road East and West car parks, it was clear that people find it difficult to park in all other locations. Whilst people don't like the proposal to introduce charges, it is clear from the feedback that we have identified the right locations where action is needed. There are clearly real difficulties parking and we know that introducing charges is an effective way of managing this. We also know that people don't enjoy paying to park and so in that sense there were no surprises in the consultation responses.

3.2 Leigh Woods

The need for a scheme to manage commuter and leisure parking in Leigh Woods was identified prior to the parking review and the feedback indicated the issues were more about the design of the scheme than the principle. Whilst some of the other schemes are being put on hold, this report proposes the Leigh Woods scheme be progressed with amendments.

Key feedback from the informal consultation relating to Leigh Woods:

- Main reason for parking given by respondents was residential but also a commuter and leisure element.
- Mixed views even from residents but generally supportive of a scheme and requests for changes to the details of bay locations and yellow lines.
- Split views on whether prices were too high (44%) or too low (33%) and the residents' committee were keen to see higher all-day rates to better manage commuter demand.
- Hours of operation too long
- Half thought 2 permits were enough but 44% did not.

3.2.1 Proposed amendments to the Leigh Woods scheme

Residents have always been clear about the need to manage commuter parking to allow other users to park and the scheme will achieve this through a combination of dedicated residents only bays as well as charges for all day parking. The point of pay and display parking is to manage demand by adjusting the prices to achieve the right balance and availability of spaces for residents, commuters and leisure users. Prices can be reviewed after the scheme has been given time to bed-in and periodically (e.g. annually) thereafter.

It is proposed to increase the initial all-day rate to £5 in response to feedback. This also enables a new 4-hour rate to be included in the proposals offering more flexibility for visitors.

Representatives of the residents have been engaged with the Council for several years to help develop a scheme. The representatives have expressed strong views about the need for short stay parking areas within the scheme. Officers are concerned that given the small size of the area, a mix of long and short stay bays would be confusing for users and lead to fines being issued to people who inadvertently buy a long stay ticket but park in a short stay bay. The council could then be found at fault by the traffic penalty tribunal which is a position the council should not knowingly put itself in. The overhead electrical cabling does limit flexibility around machine location in this area and so it may not be possible to minimise the risk by careful placing of machines. Standards around the signs and lines that can be used also limits potential to clearly identify different types of bay so for example different coloured lines or signs could not be used. Officers expect that the introduction of yellow lines, pay and display charges and resident-only bays will effectively manage demand in Leigh Woods. In recognition of the pressure nearest the suspension bridge, the proposed scheme now includes 5 short-stay only bays on North Road nearest the bridge and 16 short-stay bays at the northern end of Burwalls Road. The usage of these bays should be monitored and their inclusion in the scheme reviewed in future. There are concerns about whether this proposal will be confusing for users and it therefore needs careful monitoring during the first few weeks and months of the scheme and it may need to be changed. This monitoring is in addition to the usual review that we would normally undertake for this type of scheme after 12 months.

The initial hours of operation were targeted at managing demand through the whole day with residents' demand being largely catered for through the dedicated resident only bays. However the feedback challenged the 7am-10pm hours of operation previously proposed and so we are suggesting this should be amended. There were concerns about the early mornings impacting those leaving for work and dog walkers. Whilst the evening operation was also challenged, we have had feedback about parking issues in the evenings resulting from visitors to the evening economy in Clifton and this still needs to be managed. The proposal is to amend the hours of operation more in line with the times applied in other areas such as Clifton on the other side of the bridge. It is proposed to amend hours of operation to 9am-9pm.

Residents' permits would allow residents to park either in the dedicated residents only bays or in the pay and display bays where permit holders would be exempt from charge. This approach gives a base level of residents parking that cannot be used by others and the number of resident only spaces setup in light of survey data. The ability for residents to use pay & display bays gives more flexibility in terms of locations and capacity. The feedback on permit prices indicated that lower prices would be preferred and so an amended charge of £60 for the first and £120 for the second permit per household is proposed.

The Clifton suspension bridge effectively provides a privately-operated highway link that joins parts of local authority adopted public highway network. In response to feedback about how the scheme may affect the operation of this link, a permit for the layby opposite the suspension bridge will be included in the Traffic Regulation Order.

During detailed design the comments on specific details of yellow lines and bay locations should be considered and amendments made where appropriate. The scheme should also be reviewed 12 months after opening so that changes can be made to the details including tariff and locations of resident only bays to ensure an appropriate balance between users.

Table 1 Summary of amendments to the Leigh Woods scheme

| Proposed amendments | Jan 2020 proposal | Revised Proposal |
|---|---|---|
| Amend hours of operation | 7am – 10pm Mon-Sun | 9am – 9pm Mon-Sun |
| Increase the all-day rate to manage commuter demand | 1 hr - £1.00 2 hr - £2.00 3 hr - £3.00 | 1 hr - £1.00 2 hr - £2.00 3 hr - £3.00 |
| Add 4 hour rate to increase the flexibility for visitors | All day - £4.00 | 4 hr - £4.00 All day - £5.00 |
| Reduce resident permit prices | Residents permit 1 st - £80.00 2 nd - £160.00 | Residents permit 1 st - £60.00 2 nd - £120.00 |
| Review detailed comments on locations of yellow lines and make changes in detailed design where appropriate | | |
| Review operation of the scheme 12 months after opening so that changes can be made to the details including tariff and locations of resident only bays to ensure appropriate balance between users. | | |

The amended draft terms and conditions for residents' permits are set out in Appendix 3

Timelines for delivery of the Leigh Woods scheme are dependent on resources and priorities which may continue to be affected by the Covid emergency but current indications are 9-12 months after a decision to implement. A programme will be developed as part of the detailed design stage and communicated to stakeholders.

3.3 Residential parking zones (RPZs)

In most locations a number of the surrounding roads were identified as either already under pressure from parking or likely to come under pressure from displaced parking.

Options for Residents Parking Zones (RPZs) will be evaluated building on the knowledge gained from the pilot scheme at Leigh Woods. Residents parking zones will then be developed with an early focus on areas where on-street parking charges already exist. RPZs will then be available as an option instead of or alongside any further extension of on or off-street parking charges in new areas in the future. Implementation of further appropriate parking restrictions across North Somerset (e.g. additional yellow lines/limited waiting restrictions) and proposals for enhanced enforcement, potentially in partnership with Town Councils will be evaluated.

3.4 Changes to existing fees and charges

Covid 19 has had a significant impact on budgets in 2020/21 which means it will no longer be possible to deliver many of the reductions to existing fees and charges that were proposed in the January committee report in this financial year. The feasibility of introducing these changes in future years can be reconsidered as part of the normal budget setting process. Some minor changes could also be progressed as part of routine decision making at Executive Member or Director level where appropriate.

3.5 Covid-19

In response to Covid-19 and to support re-opening of shops, schools and other services, the council is implementing road closures and suspending parking bays in a number of locations across North Somerset. Some of these measures apply to locations included in the parking review proposals such as Nailsea High Street, Portishead High Street, The Beach and Hill Road in Clevedon. Whilst these measures are temporary, it is not yet known how long they will be required and in some locations this could lead to longer term changes to support active travel. This may significantly affect some of the parking proposals in terms of whether they can be delivered and may affect numbers of available parking spaces.

As part of our response to Covid-19, when reopening car parks the council has done so without switching pay and display machines back on in order to remove a touch-point and potential source of disease transmission. This has meant users having to pay by phone using either the mobile app, text message or phonecall. This has been a learning curve for many people but ticket numbers and enforcement have been in line with expectations and the number of specific complaints about this has been low. Overall complaints are lower than when cash payment was available. The proposals in the January committee report were already based on a lower number of P&D machines than would traditionally have been used. In light of the post lockdown experience we now have more confidence in this approach and there may be scope to further reduce the number of pay and display machines required.

3.6 Consideration of further proposals

It is clear there are mixed views in the community but also that parking is very difficult in most of the areas we have looked at. The Covid emergency has affected current priorities and may change parking behaviours in some areas in the short to medium term. Looking ahead we will be grappling with the climate emergency alongside managing significant levels of housing growth which will place increasing pressure on available parking. The parking challenge has not gone away but we recognise that there is a need to reflect on feedback received and work out a longer-term plan that reflects Corporate Plan objectives and new thinking about transport going forward in emerging policies such as the Active Travel Strategy. The new Corporate Plan includes clear priorities relevant to parking:

- *“To be a carbon neutral council and area by 2030;*
- *A transport network which promotes active, accessible and low carbon travel;*
- *“provide professional, efficient and effective services”*

In order to deliver on these priorities will require bold decisions and the way we manage parking will need to change but in a way that supports the range of projects and wider changes that will be required in order for us to succeed.

The first step may for example include looking to do something that will begin to address the parking difficulties expressed in consultation feedback relating to town centres and on seafronts. This may involve developing proposals with clear time limits to make it easier for people to find a space. Beyond that it was clear from feedback there is a need to increase enforcement levels so that the restrictions in place to manage demand can become more effective. We are already working with Portishead Town Council to consider how this could be achieved and if a successful approach can be established there it could be considered for other areas.

Parking charges are very helpful as part of a demand management approach and make enforcement more efficient and effective. With that in mind, whilst charges may not be implemented right now, they are still likely to become part of a longer-term strategy and we need to set out a roadmap to show how we get there. The development of residents parking zones as a further tool to manage parking will play a key role in this. There may be opportunities to bring forward changes to parking restrictions alongside other projects such as Green and Active Neighbourhoods. A roadmap also needs to refer to how we see changes to other aspects of the parking landscape evolving including Local Plan parking policies, incentivising the use of electric and low energy vehicles, disincentivising commuting by car and promoting sustainable alternatives to car use *[all of which could be influenced by changes in government policy to achieve national objectives]*.

4. Consultation

An informal consultation exercise was undertaken mid Feb to end March 2020 and the feedback given has prompted putting several proposals on hold and making amendments to others. A summary of feedback is set out in Appendix 1 and further details will be published on the consultation website.

The revised Leigh Woods scheme will require a further statutory consultation exercise in accordance with the procedures needed to make Traffic Regulation Orders for on-street parking restrictions and making a Designation Order to introduce Pay and Display charges. Notices will be advertised in local newspapers and displayed on the affected streets, and a further three weeks will be allowed for comments to be registered.

5. Financial Implications

Using the survey data for existing parking demand (pre-Covid) and a reasonable set of assumptions based on operational experience, there is enough information to build a financial case which indicates that a pay & display scheme with residents parking would be viable for Leigh Woods. Based on the assumptions used, it would be reasonable to expect the scheme to be self-funding and potentially generate a small annual surplus after the operating costs and repayment of setup costs have been taken into account. Any surplus must be used to fund highway and transport improvements which could include other work arising through the ongoing parking review. Note the estimates are based on pre-covid conditions and so there is a risk that usage will be lower until behaviours return to normal.

Table 2 Summary operating cost estimates

| Mid-range estimate | £000's |
|---------------------------|---------------|
| Pay and Display Income | -116 |
| Enforcement Income | -30 |
| Residential Permit Income | -3 |
| Total Income | -149 |
| Operating Costs | 60 |
| Borrowing Costs | 24 |
| Total Costs | 84 |
| Net Income | -65 |

Procurement – Where possible existing machines will be used, recycled from other locations where no longer needed. New machines can be obtained through the contract setup with the council's current supplier. The civil engineering work will be carried out using the council's current term highways contract.

The Medium Term Financial Plan (MTFP), published in February 2020, included savings that would be achieved through additional income from the parking review in 2020/21 and future years. The assumed level of additional income each year was as follows:

Table 3 level of income assumed in the MTFP

| Year | Additional Income £000's |
|-------------|---------------------------------|
| 2020/21 | 150 |
| 2021/22 | 150 |
| 2022/23 | 150 |
| 2023/24 | 100 |

Delays due to the additional informal consultation exercise and the Covid emergency have meant the £150k income in year 1 was not achievable however this has been offset by £100k since the one-off growth allocated in 2020/21 for the parking review was not required. In 2020/21 there is therefore a net overspend of £50k as a result of not delivering the proposed parking schemes.

The recommendation in this report not to implement the proposed new charges at Nailsea, Clevedon and Portishead at this time, will also affect future years in the MTFP. The savings included within the MTFP for 2021/22 onwards will therefore need to be removed and will need to be replaced with new savings, the total savings being removed are £400k. This will be considered as part of the 2021/22 MTFP planning process.

Costs

Costs should be funded from the revenue generated by the scheme including the setup costs which are to be funded from borrowing and repaid using annual income.

Setup costs

£177k setup cost estimate to implement scheme based on recycling machines instead of using new ones where possible. Further details on how this is made up can be found in Appendix 2

Operating cost estimate: £84k (consists of £60k general operating costs + capital financing costs £24k)

The council has not previously operated a residents' permit scheme to the extent included in this proposal. The operating costs and associated enforcement costs are hard to accurately quantify, partly due to lack of operational experience in this area but also due to elements which involve 3rd party suppliers. It is normal practise to expect a residents' permit scheme to fully cover its costs and so prices will be set with that in mind. In this case, the risk of under-recovery can be offset against P&D income. It is envisaged that the operational experience gained in relation to this scheme will enable the council to more accurately assess the costs to inform future permit prices both here and for other schemes that may arise in future.

Ongoing operational cost estimates include the following key elements:

Table 4. Operating cost estimates breakdown

| Operating cost element | Cost per annum |
|---------------------------------------|-----------------------|
| Staff and travel | £ 34,000 |
| Cash collection and bank fees | £ 3,000 |
| Additional processing fees | £ 10,000 |
| Mi-permit fees | £ 2,000 |
| P&D machine hosting and servicing | £ 6,000 |
| Insurance premium | £ 5,000 |
| Subtotal operating costs | £ 60,000 |
| Financing costs over 10 years | £ 24,000 |
| Operating plus financing costs | £ 84,000 |

Machine replacement costs at end of life are not included as stainless-steel cases will be used. The replacement of internal components is covered under the service agreement with the supplier.

There will be some ongoing additional maintenance liabilities associated with the signs and lines which will require a refresh from time to time to ensure they remain legible and enforceable. There are existing budgets for general maintenance of signs and lines.

Funding

It is proposed to fund the bulk of the setup costs through unsupported borrowing (prudential) and pay back the financing costs from the net income derived from the scheme over 10 years.

Ongoing revenue costs will also be covered using income generated by the scheme.

The scheme is expected to be self-funding using income from pay and display charges, residents permit scheme fees and income from Penalty Charge Notices issued during the course of carrying out enforcement activity.

Funding identified in Capital programme:

- Leigh Woods £177,600

There is also £35,716 identified with the Parking Schemes capital programme which could be available as a contingency should the setup costs be higher than expected

6. Legal Powers and Implications

The Road Traffic Regulation Act 1984 provides the council with the necessary powers to implement parking restrictions, including parking charges, on the public highway and in council-operated car parks. This is achieved by making Traffic Regulation Orders, for which there is a defined statutory process.

The Traffic Management Act 2004 provides the council with the powers to enforce on-street parking restrictions.

It should be noted that in accordance with section 55 (as amended) of the Road Traffic Regulation Act 1984, the council is required to keep account of:

- All income and expenditure in respect of designated parking places (i.e. on street parking);
- Income and expenditure as an enforcement authority for parking contraventions (this means all enforcement activities so that will be for on and off-street parking spaces and also enforcement of traffic sign regulations, waiting and loading areas, parking in taxi stands etc.)

The financial requirements at the end of each financial year are as follows:

- Any deficit to be made up from the general fund
- Any surplus to:
 - a) making good to the general fund any amount charged in the last 4 years in respect of a deficit
 - b) meeting the cost of provision and maintenance of off-street parking provision
 - c) If provision of further off-street parking is unnecessary or undesirable to
 - i) costs of public passenger transport services
 - ii) highway / road improvement
 - iii) environmental improvement

Expenditure must be in relation to the council's own area. Environmental improvement includes the reduction of environmental pollution, improving or maintaining the amenity of a road or land in the vicinity of a road or open land or water to which the public has access, provision of outdoor recreational facilities available to the public without charge.

7. Climate Change and Environmental Implications

The lockdown measures in response to Covid-19 epidemic have shown how our towns would feel if people travelled less by car and also resulted in massive falls in CO2 emissions from transport. There have been calls by government to try and lock-in some the benefits and create room to enable social-distancing by re-allocating roadspace to walking/cycling. The case to manage car use has not dimmed, with benefits both in terms of quality of life and helping tackle the climate emergency. In the short term, reduced traffic levels may make it more difficult to justify new policies and schemes but with time we can expect growth to resume. The 2008 financial crisis provides a useful case study.

8. Risk Management

1. Delivery costs may increase following detailed design (e.g. if underground services are found in critical locations), however the estimates include an element of contingency for this purpose and additional funding is currently earmarked.
2. The recent consultation suggests that residents are generally supportive of the need for a scheme but there are contradictory views and some disagreement over details. There may be residents and other users of the area who will be opposed to the proposal. It will be hard to please everyone but this proposal attempts to balance demands from all users. Further opportunity to comment on the details will be offered during the statutory consultation process.
3. Income may not be enough to cover capital financing costs - pay and display charges can be revised to ensure that tariffs are effective at managing the demand and to ensure costs of operation are met.
4. Machine vandalism in recent years has increased. Damage to the machines and the repair / replacement cost along with lost cash can affect income. This risk can be mitigated by placing increasing emphasis on pay by app or pay by phone options which are already available in North Somerset and becoming increasingly popular.
5. Internal staff resources both on the client and delivery sides of the organisation are under strain and delivery timescales may need to be flexible.
6. Electricity supplies are via overhead cables in this area. The most cost-effective locations for Pay & Display machines will therefore be adjacent to existing poles. There is a risk that significant trenching may be required to achieve appropriate machine locations. This may increase costs or lead to compromises in terms of machine locations.
7. The Covid emergency has affected travel behaviours and the timescales for a return to normal are unknown. Further restrictions and national initiatives may affect priorities and impact on timescales and ability to deliver.

9. Equality Implications

An initial Equality Impact Assessment has been undertaken. This demonstrates that there are three groups who will experience a disproportionate impact from the proposed changes: Disabled people with blue badges will benefit from greater availability of parking spaces in the charged bays where management of parking will increase turnover of users and

availability of spaces should increase significantly. Blue badge holders are exempt from on-street Pay & Display charges and on-street time limits.

The implementation of parking charges is likely to disproportionately impact those on a low income. The charging levels will be subject to a formal public consultation as part of the scheme development.

St Mary's Church is used by faith groups, as well as for other local events and meetings. Currently parking in this area can be difficult given the density of parking, and the changes will address this by managing the parking effectively. However, parking will be charged unless the user has a blue badge or a valid resident permit.

10. Corporate Implications

Implementing tools to manage parking will contribute towards Corporate Plan priorities to be a carbon neutral council and area by 2030 and help towards achieving a transport network which promotes active, accessible and low carbon travel.

Potential implications for crime and disorder relating to criminal damage or theft from pay and display machines. This will be mitigated as far as possible by minimising the number of machines required.

11. Options Considered

Option of installing restrictions only at Leigh Woods, as previously advertised was considered and consulted upon but not implemented. Previous consultation feedback indicated a strong preference for a scheme that included a residents' permit. Surveys of parking demand in the area indicated that a range of parking user types could be accommodated within the spaces available and these may not all have been given fair access to the parking amenity in this location using a limited waiting restriction scheme.

Option to do nothing at Leigh Woods would leave residents and all other users to deal with increasing pressure on the limited on-street parking resource. The recent introduction of charges in the nearby forest car park is expected to add pressure to on-street parking when traffic returns to pre-Covid levels.

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Appendices

Appendix 1 – Summary of consultation responses for each location
Appendix 2 – Setup cost estimates
Appendix 3 – Draft Terms and Conditions for residents permit scheme

Background Papers

Joint Local Transport Plan (JLTP4) <https://travelwest.info/projects/joint-local-transport-plan>

Leigh Woods Executive Report October 2019 <https://apps.n-somerset.gov.uk/Meetings/document/report/NSCPM-111-480>

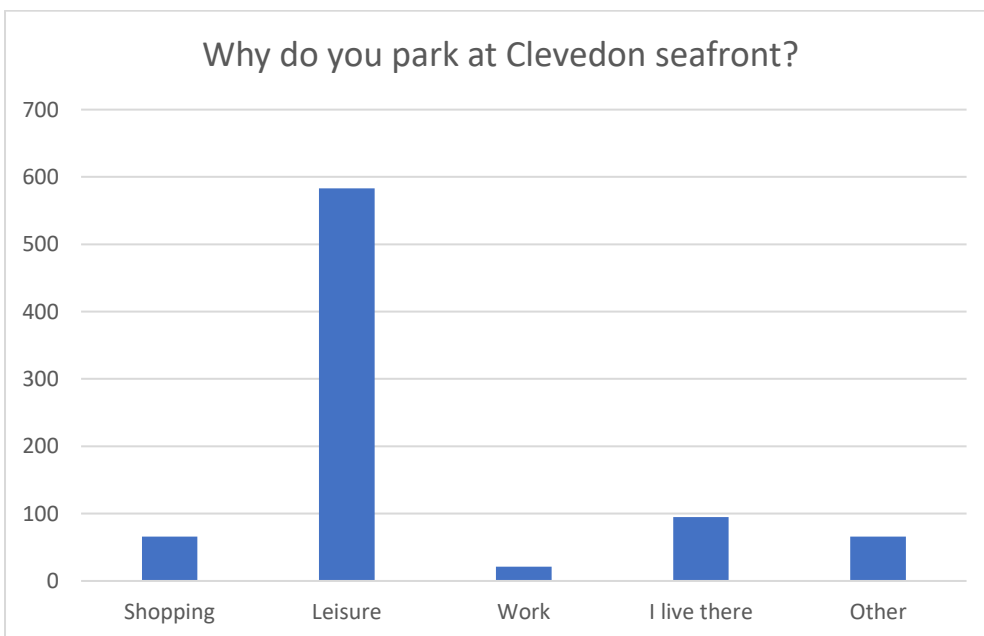
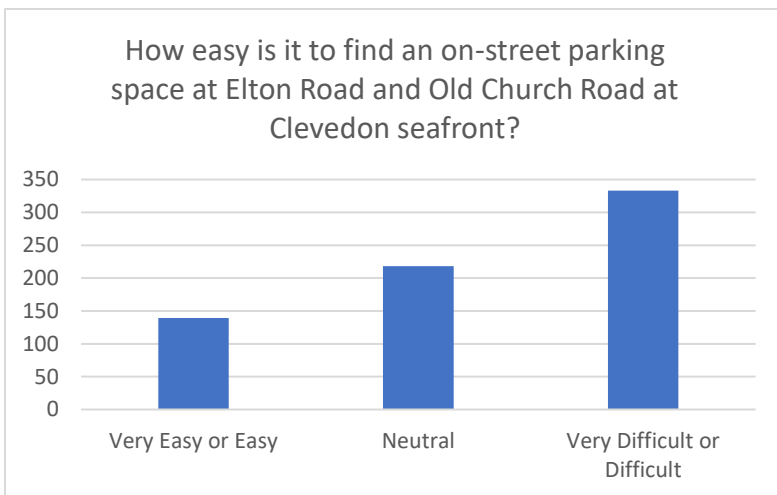
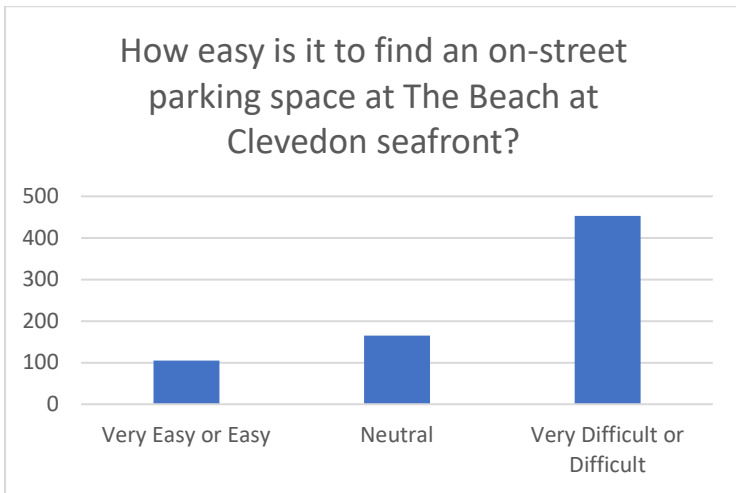
Parking Review January 2020 Executive Report <https://apps.n-somerset.gov.uk/Meetings/document/report/NSCPM-111-493>

Executive Committee January 2020 Minutes <https://apps.n-somerset.gov.uk/Meetings/document/report/NSCPM-203-5>

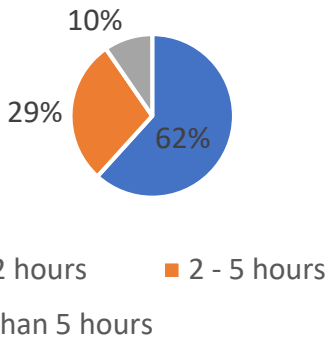
Consultation results summary report <https://n-somerset.inconsult.uk/consult.ti/carparkreview/consultationHome>

Appendix 1. A summary of the consultation responses for each location

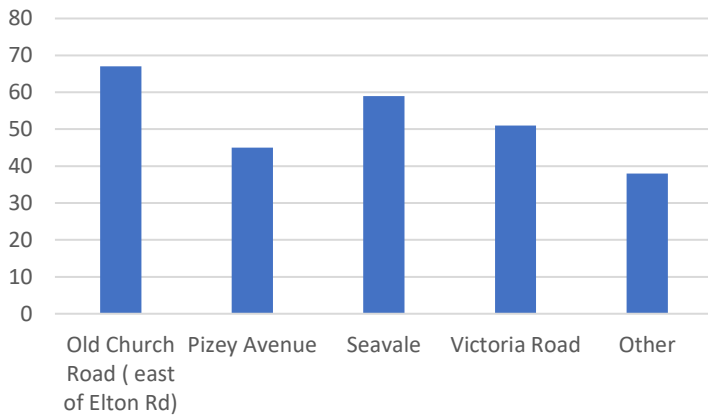
a. Clevedon Seafront



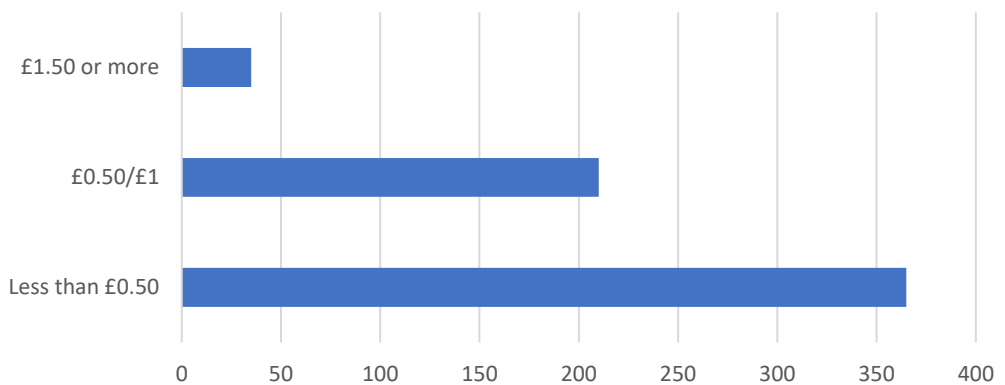
How long do you usually park at Clevedon seafront?



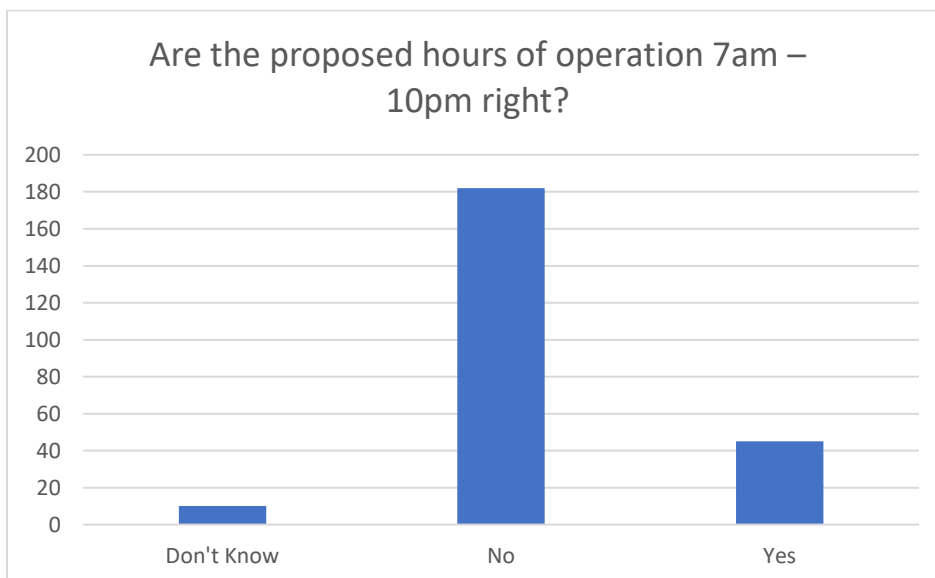
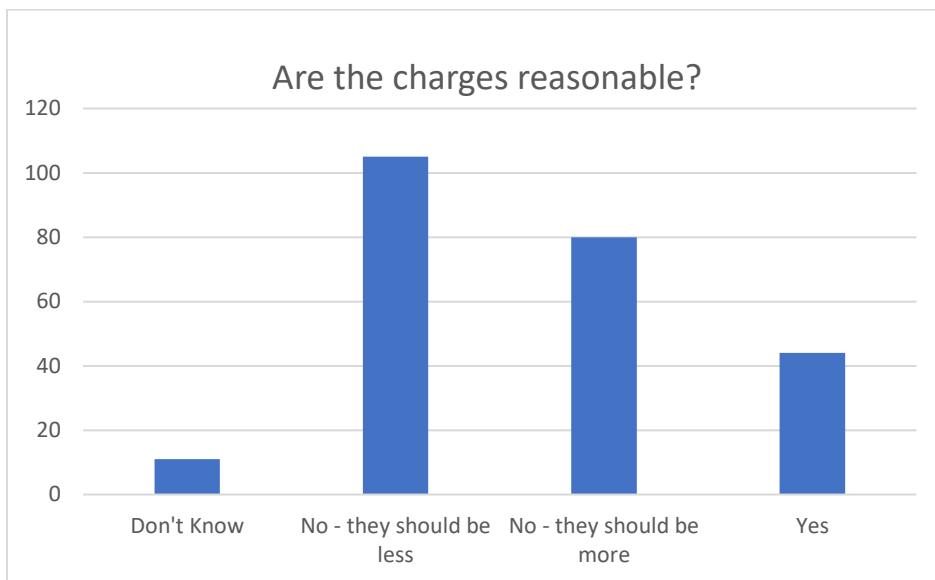
Which other roads should have restrictions?

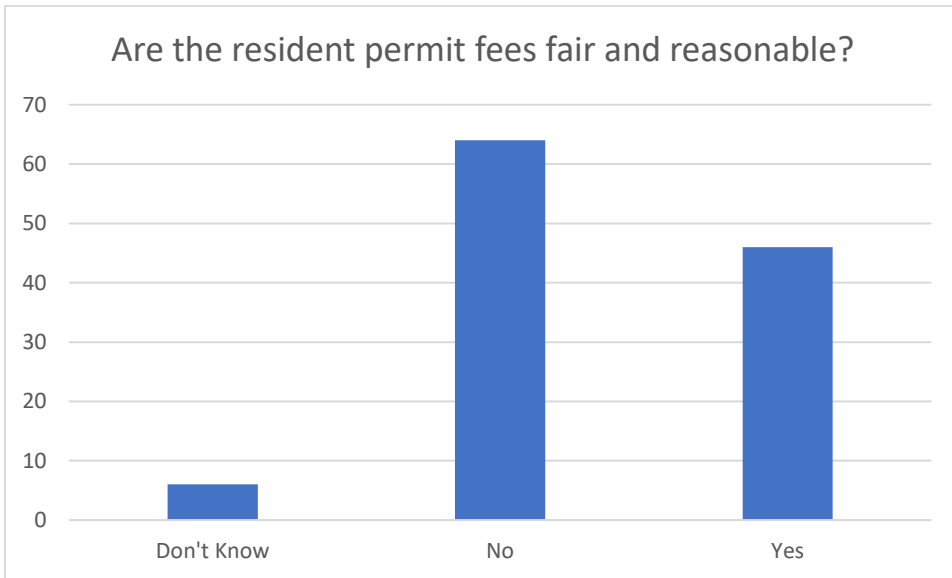


What do you think are fair and reasonable parking charges at The Beach?

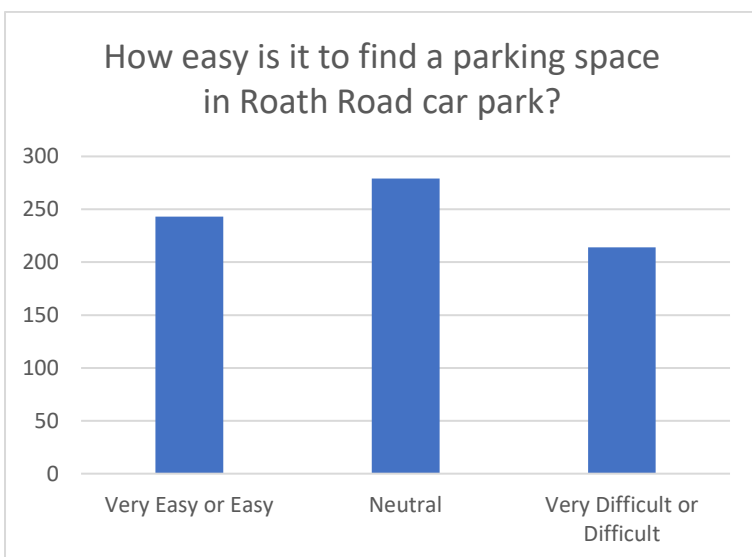
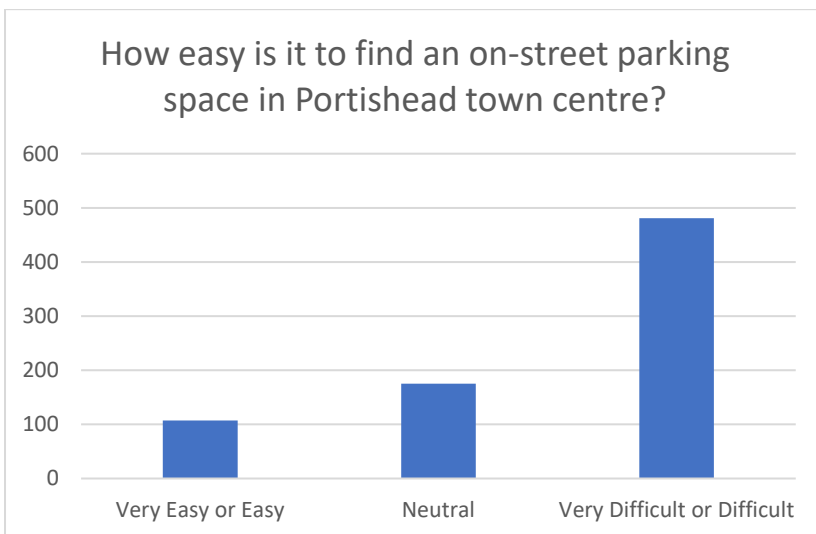


b. Leigh Woods

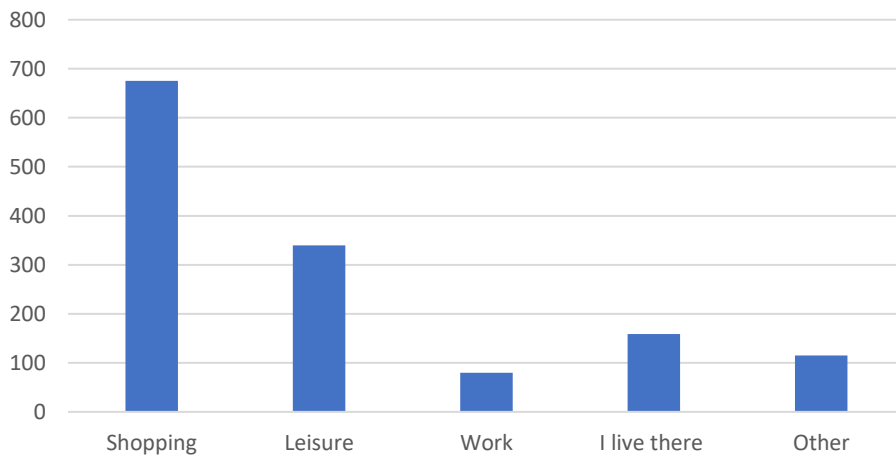




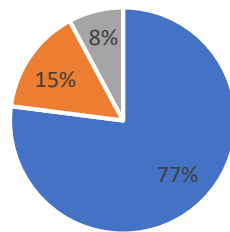
c. Portishead



Why do you park in Portishead town centre?

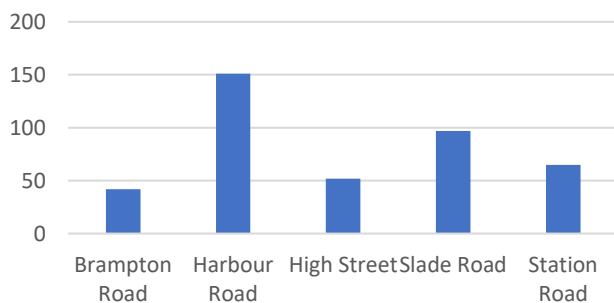


How long do you usually park for in Portishead town centre?

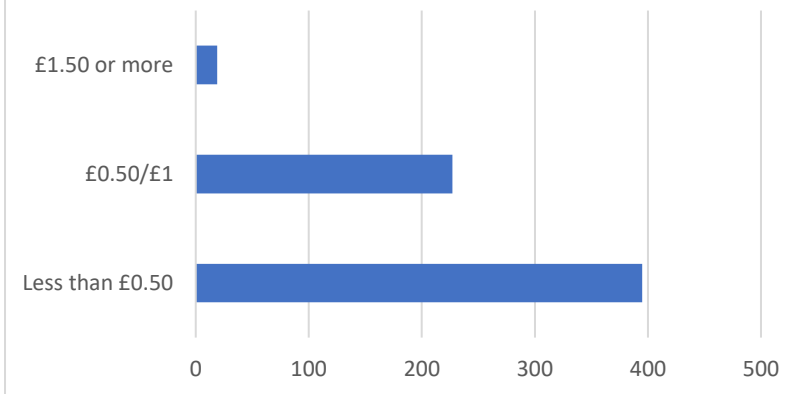


■ Up to 2 hours ■ 2 - 5 hours ■ More than 5 hours

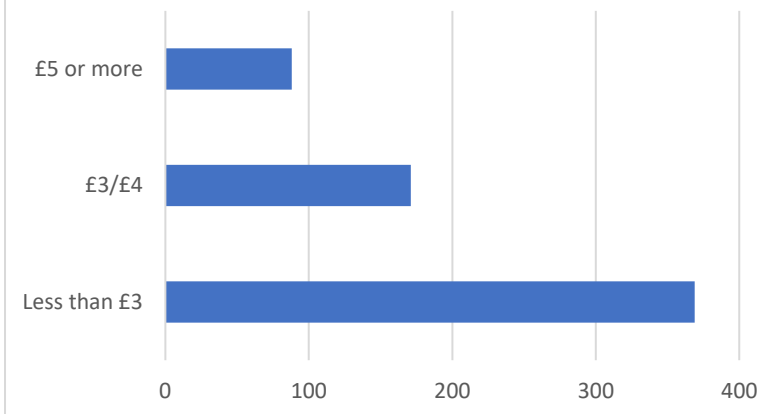
Which other roads should have parking restrictions?



What do you think are fair and reasonable parking charges on-street?

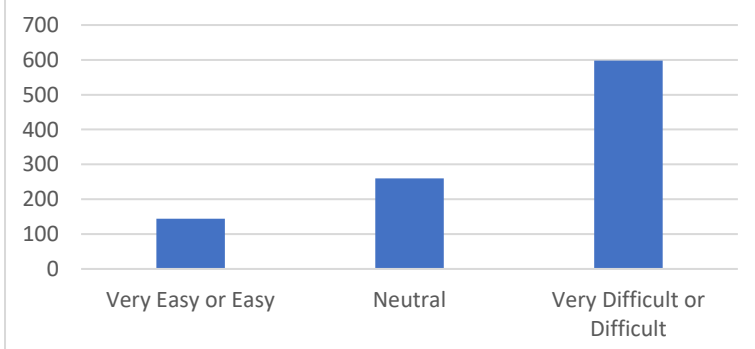


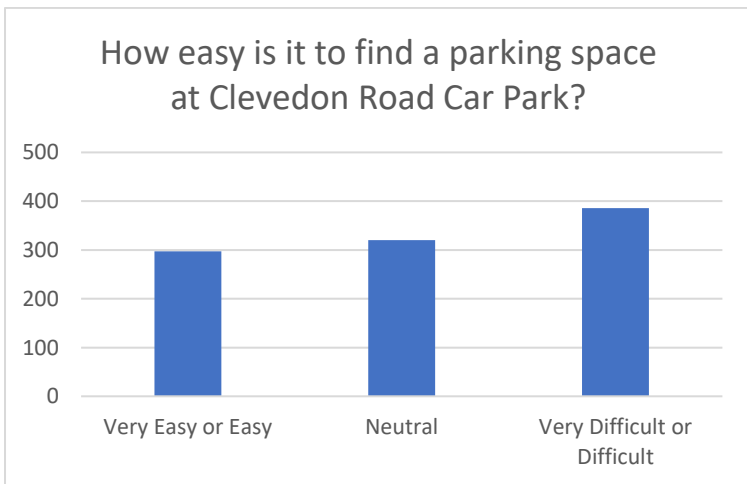
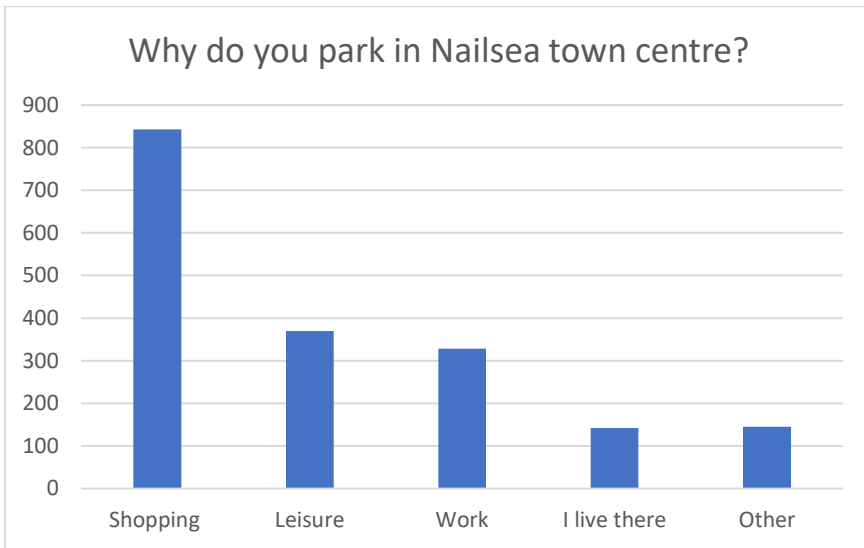
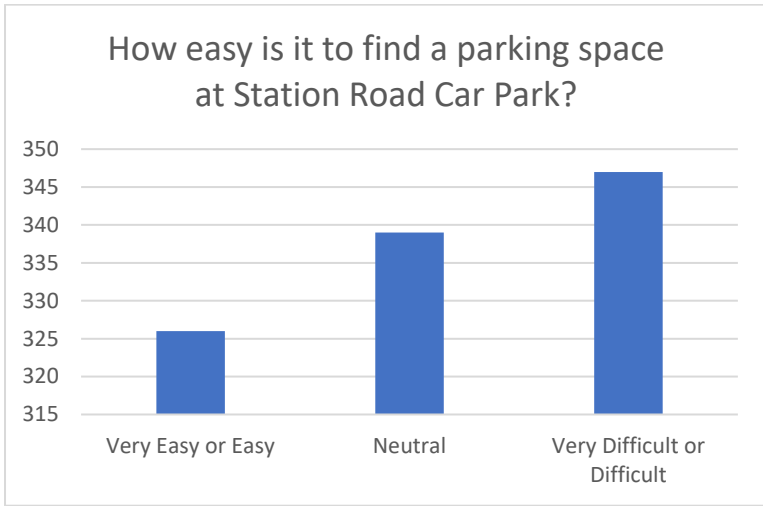
What do you think are fair and reasonable long stay charges at Roath Road car park?



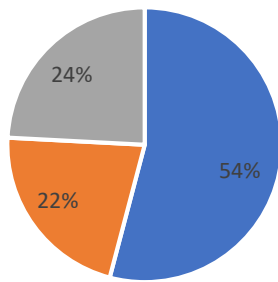
d. Nailsea

How easy is it to find an on-street parking space in Nailsea town centre?





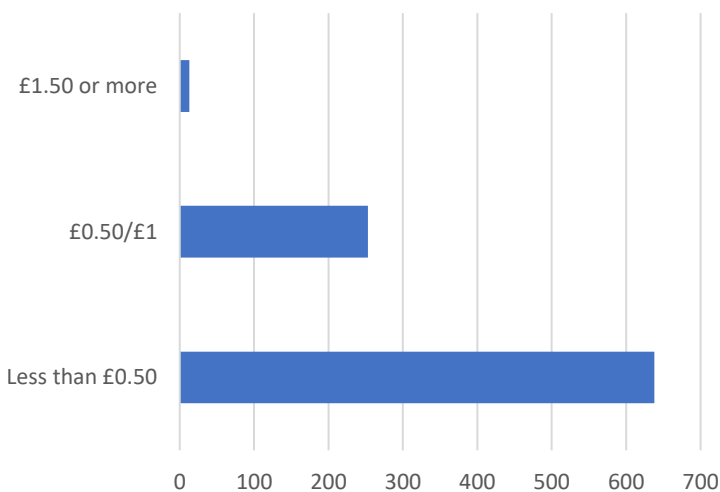
How long do you usually park for in Nailsea town centre?

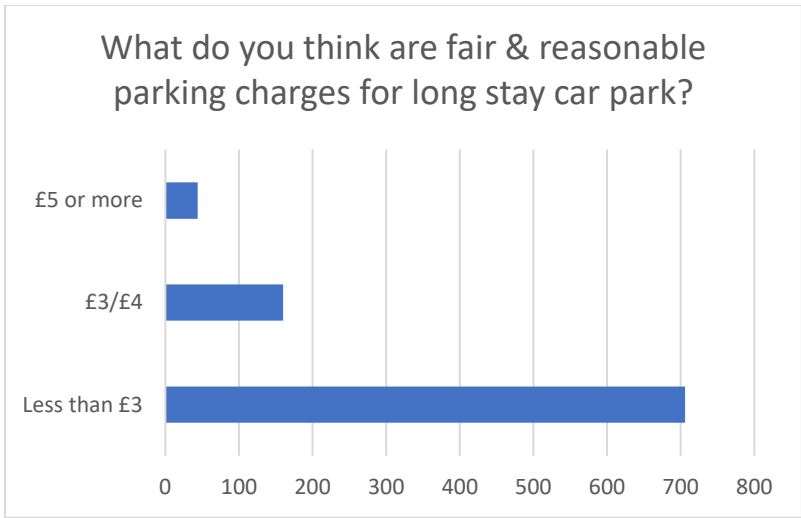


■ Up to 2 hours ■ 2 - 5 hours ■ More than 5 hours

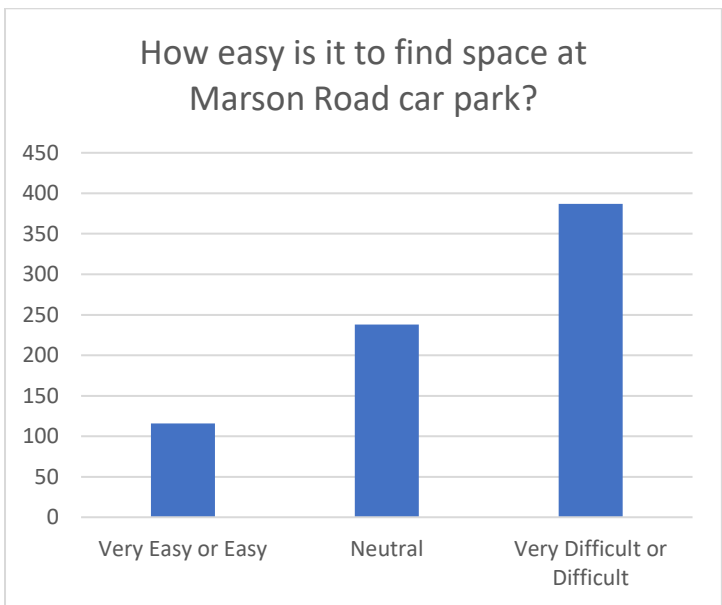
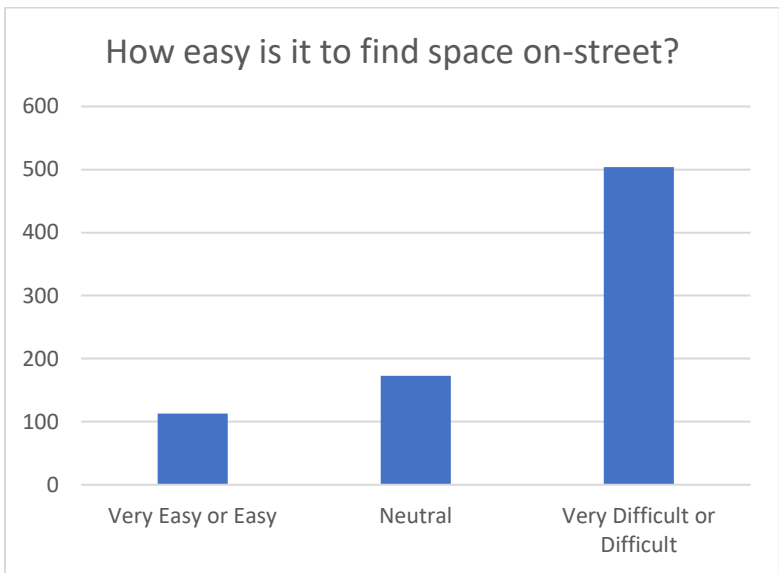
| Which other roads should be included? | Number respondents |
|---------------------------------------|--------------------|
| Westway | 30 |
| Mizzymead Road | 20 |
| Hillcrest Road | 13 |
| Valley Gardens | 12 |
| Meadway Avenue | 10 |
| Heathfield Road | 9 |

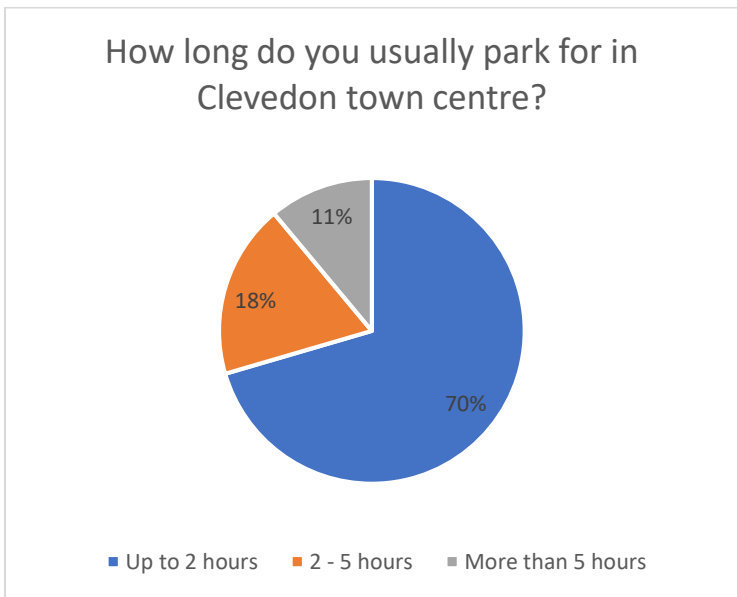
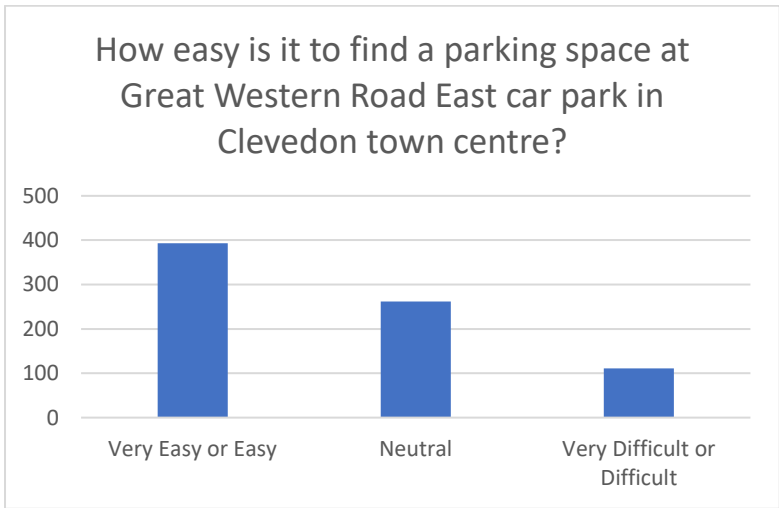
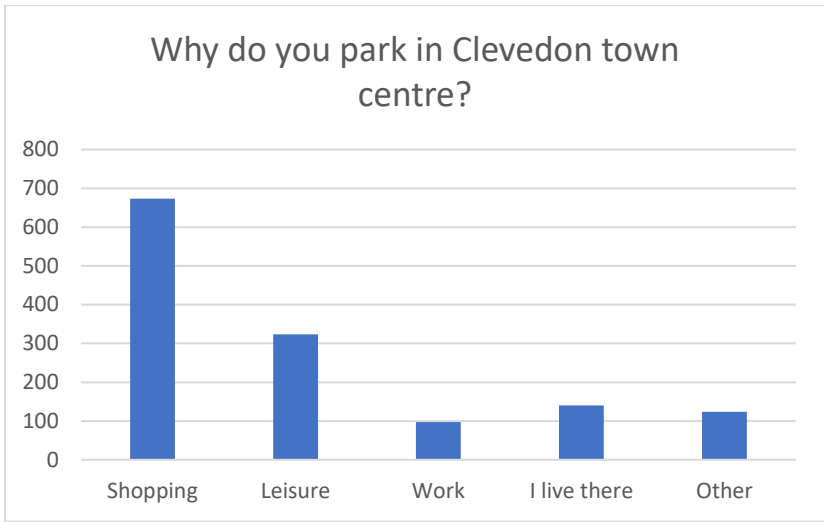
What do you think are fair and reasonable parking charges on-street?



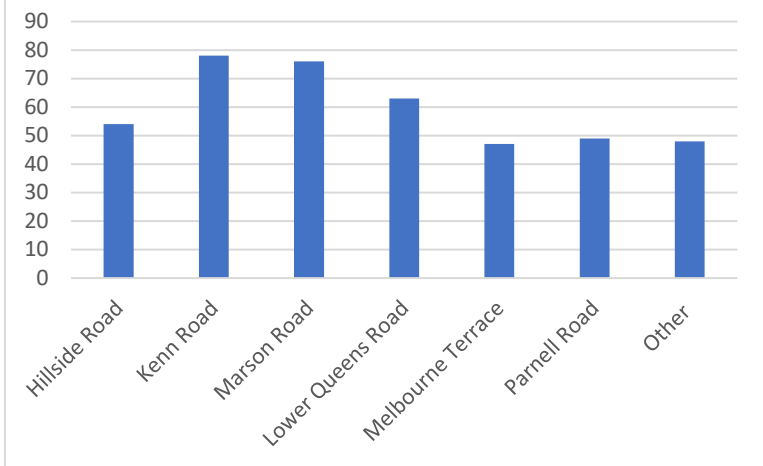


e. Clevedon Town Centre

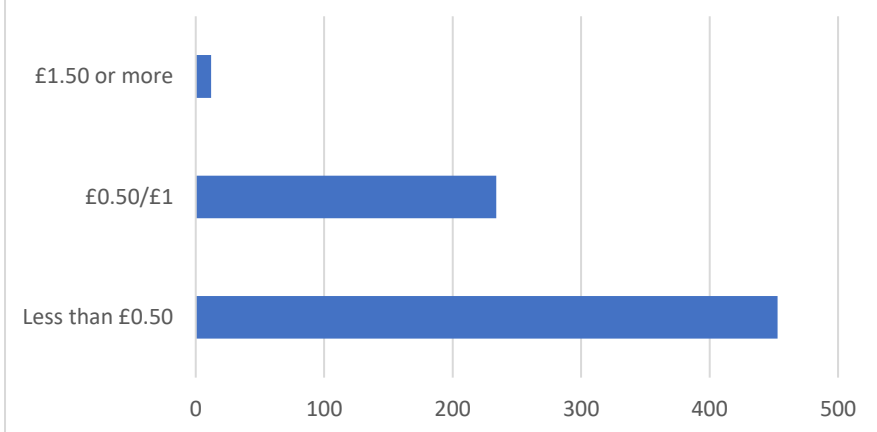




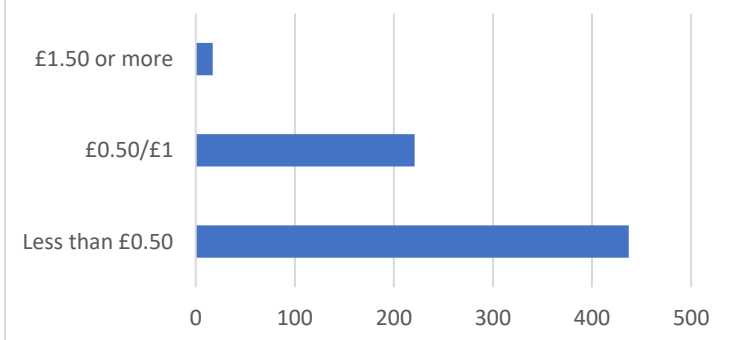
Which other roads should be included?



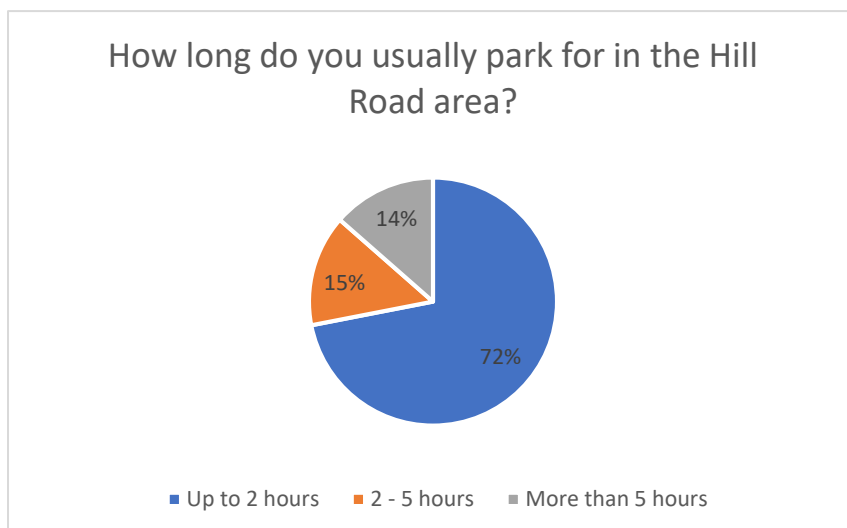
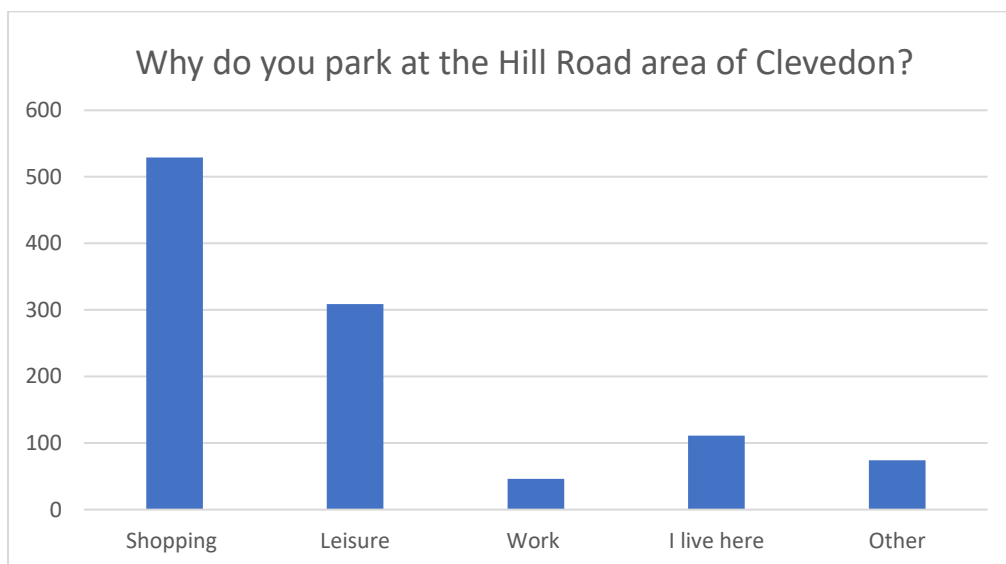
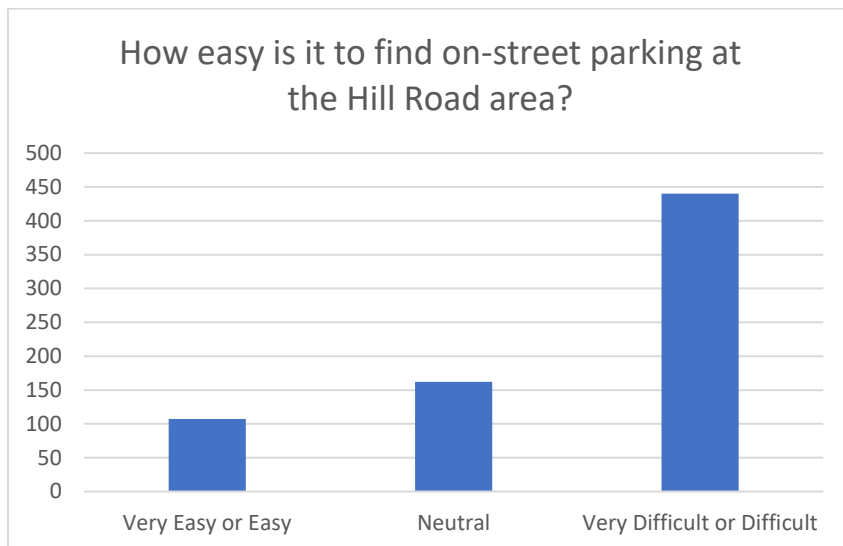
What do you think are fair and reasonable on-street parking charges?

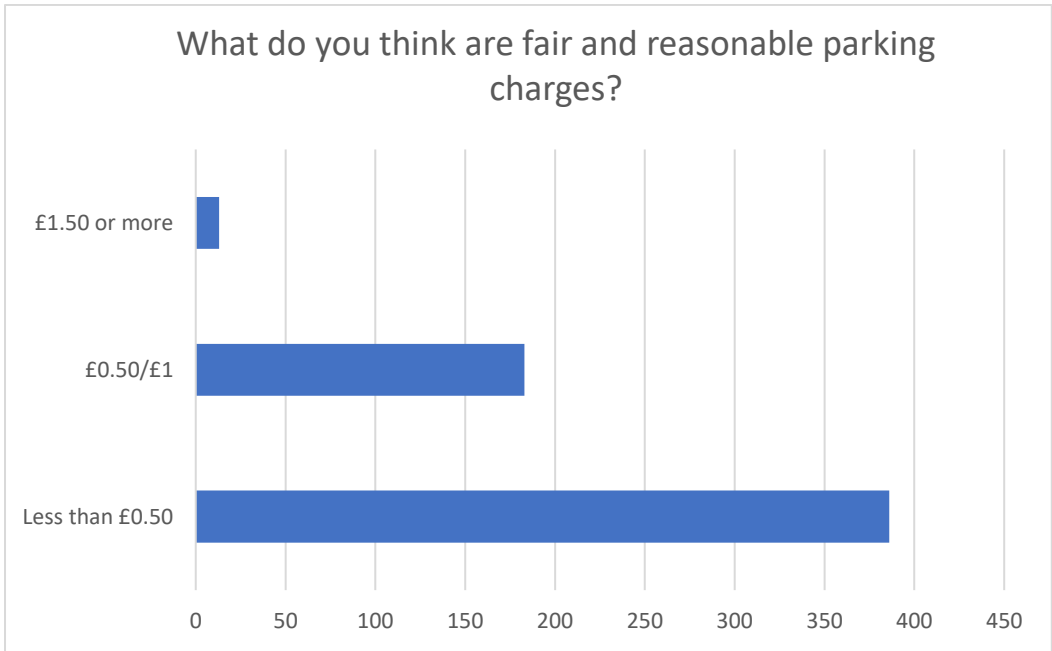
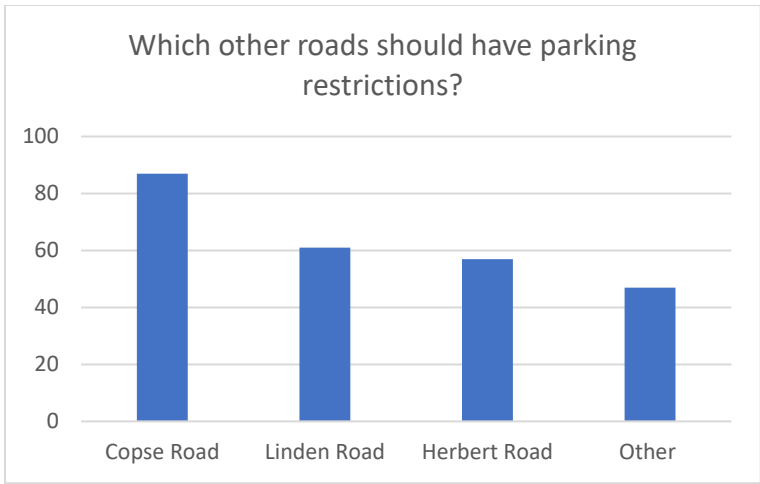


What do you think are fair and reasonable charges for Marson Road car park?



f. Clevedon Hill Road Area





Appendix 2. Setup cost estimates

Capital cost elements and quantities

| Quantity or cost | Quantity of cost of each element |
|------------------|---|
| 230 | Potential number of parking bays |
| 12 | Number of P&D machines |
| 2 | New machines |
| 10 | Recycled machines from elsewhere |
| 6 | Number buildouts |
| £4,000 | Cost of installation per P&D machine |
| £3,000 | Cost per buildout |
| £10,000 | Signs and lines cost |
| £4,000 | P&D machine purchase/setup cost |
| £2,000 | recycled machines remove and reinstatement costs +recommissioning |

Setup costs summary

| Cost | Item |
|---------|--|
| £18,000 | Build out costs |
| £48,000 | P&D installation |
| £8,000 | New P&D machine costs |
| £20,000 | Recycled P&D machines moving and reinstatement costs |
| £10,000 | Signs and lines cost |
| £15,000 | Monitoring and consultation costs |
| £50,000 | Engineer staff costs |
| £1,000 | TRO cost |
| £2,500 | Legal advice |
| £1,200 | handset, printer purchase cost ea. |
| £4,000 | MiPermit setup costs |

£177,700 Total setup cost estimate

Appendix 3 – Updated draft Terms and Conditions for use of Residents Permit Zone (October 2020)

Eligibility is defined below.

1. Use

- i. Residents permits enable holders to park for unrestricted periods and without additional charge within bays designated as 'permit holders only' and in pay and display parking bays within the specified zone.
- ii. All permits will be 'virtual' – allocated to vehicle registrations on the council's
 - a. database, removing the need for permits to be displayed on each vehicle.

2. Residents Permits and Costs

- i. A resident is defined as an individual who permanently resides at the property and who holds a provisional or full driving licence.
- ii. The number of permits will be established by household not individual and subject to further conditions in section 4.
- iii. Permits will be virtual/electronic and linked with a vehicle registration number (i.e. no paper-based permits).
- iv. £60.00 for the first permit per household.
- v. £120.00 for the second permit per household.

3. Visitor Permits and Costs

- i. A visitor is defined as any individual who cannot register for a permit within the scheme area due to them not being a permanent resident of any address within that area.
- ii. All visitor permits will be electronically registered (i.e. no paper-based permits).
- iii. Resident account holders will be able to add visitors to their electronic MiPermit account up to a maximum of 250 visitor hours per annum.
- iv. Entitlement to visitor hours are per property per annum, not per eligible resident.
- v. Visitor permits can be used for parking either in pay and display bays or in residents parking bays.

4. General Terms and Conditions for Resident Permits

- i. For vehicles to be eligible to park within the scheme area, they should not:
 - a. be designed for more than 12 passengers (not counting the driver) or;
 - b. have a maximum laden weight above three and a half tonnes
- ii. A copy of the V5 may be requested to be provided to Parking Services to prove who the vehicle keeper is.
- iii. Residents with company vehicles and lease vehicles may be required to provide Parking Services with proof from their company/agent that supports the requirement for the vehicle to be parked at their address.
- iv. Any permit issued by the council is in respect of the vehicle registration number and the residential address or business name and address. Parking Services must be notified if any of the following applies:
 - a. The applicant ceases to reside in premises within which the permit is issued;
 - b. The applicant is responsible for keeping the correct vehicle registration on the virtual permit and will be required to surrender this permit if they no longer own a vehicle.

- c. The applicant is issued with a duplicate permit.
- d. If issued with a Penalty Charge Notice any appeal would need to be made through the Penalty Charge Notice appeal system.

N.B. New residents will need to apply for a new permit and existing permits cannot be passed or transferred.

- v. There is a limit of two permits per household, with eligibility reduced to one permit for
 - a. properties with off-street parking. Off-street parking is defined in line with North Somerset Council's Parking Standards SPD to be "any exterior space accessible from the highway of at least 2.4m in width and 4.8m in length". Garages (of any dimension) are not included in this definition of off-street parking.
- vi. Council tax records will be used for proof of residency.
- vii. Each permit will be allocated to a vehicle registration number.
- viii. Registration numbers can be changed online free of charge or if required, Parking Services can do this for a small admin fee (£10).
- ix. Permits are for use by residents only.
- x. Permits do not guarantee a space.
- xi. Refunds would be given based on the whole months remaining on the permit at the
 - a. date surrendered. An admin fee will also apply (£10).

5. List of Resident Permit Eligible Streets

| | |
|-------------------|-----------------|
| Abbots Leigh Road | Cypress Gardens |
| Bannerleigh Lane | North Road |
| Bannerleigh Road | Rownham Hill |
| Bridge Road | St Mary's Road |
| Broadoaks | Valley Road |
| Burwalls Road | Vicarage Road |
| Church Road | |

6. Map of Scheme Area



7. Hours of Operation

Residents only parking bays will apply 24hours a day, 7 days per week with no time limit.

Residents permits will also give exemption from pay and display charges in line with the hours of operation for pay and display which are currently 9am to 9pm 7 days per week.

8. Visitor Parking

Residents can provide Visitor Permits for visitors, who can also pay and display in relevant bays. See section 3 for details of visitor permits.

9. Trades

Dedicated trade permits may be applied for from the council's Parking Services team. Parking bays may be suspended temporarily in line with meeting unusual requirements. Trades permits can be used in both resident and pay and display bays.

10. Medical

Dedicated medical permits may be applied for from the council's Parking Services team for medically-qualified people. Medical permits can be used in both resident and pay and display bays.

11. Layby parking on south-east side of Bridge Road near Clifton Suspension Bridge

This layby (opposite the Clifton Suspension Bridge Visitor Centre) serves a particular function associated with maintaining the operation of a privately-operated highway linking parts of adopted public highway. Business permits will be available which enable parking in this layby only.

12. Parking availability

Resident permit holders will not have an allocated or guaranteed space within the scheme area. Pay & display tariffs and times will be reviewed annually and adjusted to balance the demands from different users.

13. Disability access

Blue badge holders will be able to park in pay and display bays (for free and without time limit, in line with national policy) within the scheme area but would not be permitted to park in resident's bays without a permit. This is provided their blue badge identification is displayed clearly.