

Vibrant and Sustainable City Scrutiny Panel

30 June 2016

Report title	New Cross Residents Parking Scheme	
Cabinet member with lead responsibility	Councillor Steve Evans City Environment	
Wards affected	Heath Town	
Accountable director	Ross Cook, City Environment	
Originating service	Transportation	
Accountable employee(s)	Bob Willis	Head of Highways Network
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Report to be / has been considered by	Strategic Executive Board	7 June 2016
	Cabinet	20 July 2016

Recommendation(s) for action or decision:

The Scrutiny Panel is recommended to:

1. Support the phased implementation of a residents/business parking and Pay and Display scheme as detailed in the report.
2. Endorse that residents and businesses should be charged £20 for permits and the associated charges to cover some of the costs of the scheme.
3. Endorse the Pay and Display scheme and the associated charges.

Recommendations for noting:

The Scrutiny Board is asked to note:

1. The intention to consult affected residents and businesses by letter and questionnaire.
2. The intention to advertise the necessary Traffic Regulations Orders and implement subject to there being no unresolved objections.

1.0 Purpose

- 1.1 The report is presented to outline the proposed approach to the implementation of a Residents/Business and Pay and Display (P&D) Parking Scheme in areas where parking for residents is being severely affected by parking associated with the New Cross Hospital site.

2.0 Background

- 2.1 In 2008 a policy was established for the implementation of residents parking schemes and approved the condition that for a scheme to be taken forward there should be a consultation which should receive a minimum of a 60% response with 85% of responders being in favour of a residents parking scheme.
- 2.2 This established that there use may be appropriate where residential streets were being affected by high parking demand resulting from adjacent land uses.
- 2.3 The first issue to be addressed was match day parking associated with the Molineux Stadium.
- 2.4 It is now proposed to extend this principle to a scheme to address the impact on residents and businesses of parking resulting from activity at the New Cross Hospital site. Plan A details the proposed boundary of the scheme.

3.0 Progress, options, discussion, etc.

- 3.1 It is proposed to implement the scheme in phases;

Phase one: Wolverhampton Road (between Church St and Coronation Road)
Wolverhampton Road (between Graiseley Lane and Rookery Bridge)
Wolverhampton Road (service road to numbers 288 – 350)
Graiseley Lane (Wolverhampton Road to Victoria Road)
New Cross Avenue
Coronation Road, Ryton Close, Bates Green, Lawrence Avenue.

Phase two: Graiseley Lane area

Phase three: Remainder of identified area (Bushbury Road).

The phase boundaries are detailed on Plan A; Phase one - Orange, Phase two - Yellow, Phase three - Green.

- 3.2 As well as the residents only parking areas there will be sections of P&D parking and other related traffic orders to control parking. It should be noted that it is proposed that holders of resident's/business permits will be able to use P&D bays without charge.

- 3.3 It is proposed that due to the small size of the businesses that permits will be issued on the basis of one per employee if they do not have access to off road parking but this may need to be reviewed following the initial consultation.
- 3.4 It is proposed that there will be an annual charge of £20 per permit and for the replacement of a lost permit and where a change of details is required. The cost of the permit will be reviewed annually.
- 3.5 The proposed visitor permits will be issued using a voucher book charged for at the rate; 20 voucher book at £5 (25 pence each).
- 3.6 It is proposed that other special permits will be made available such as;
Contractor working on property £5 per week (minimum charge for less than one week £5)
Carer permits £20 per annum.
- 3.7 The number of permits that can be issued per household or business will be determined following consultation, as it is necessary to quantify demand against available spaces. It is a risk that it may not be possible to meet residents/business aspirations.
- 3.8 It is proposed that the P&D charges are set in relation to the charges being levied at the hospital.

The proposed on-street parking charges are;

15 minutes	free
Up to 1 hour	£1.00
Up to 2 hours	£2.00
Up to 4 hours	£4.00
Blue badge holders - no charge with a maximum stay of 3 hrs.	

The charges currently being levied on the New Cross Hospital site are;

15 minutes	free
Up to 1 hour	£2.00
1 to 3 hours	£3.00
3 to 5 hours	£4.60
5 to 24 hours	£5.80

- 3.9 It is proposed that Residents Parking and P&D will operate daily from 7 am to 8 pm to reflect the main operational hours of the hospital.

3.10 The table below shows examples of charges made by other Council's:

Council	1st permit	2nd permit	Business permit
Sandwell	£25	£30	£100
Birmingham	Inner zone £385 Inner areas (general)- £225- £785 Outer zone £90-£190 Outside of city centre £16	Outer areas £32	-
Staffordshire	£45	-	£90
Nottinghamshire	£25	-	-
Telford and Wrekin	£25	-	£115
Worcestershire	£30	£30-£40	-
Gloucester	£50	£100	£250-£850

- 3.11 The details of Phase one are shown on plans attached. The proposals include 98 P&D bays and 34 bays designated solely for the use of holders of Residents Permits. It is also proposed to amend no waiting restrictions to ensure safety at junctions and other appropriate areas.
- 3.12 The implementation costs of Phase one are estimated to be £70,000 which includes civil engineering constructions works, road markings, pay machines and staff costs.
- 3.13 Annual revenue costs are estimated at £100,000 and include staffing costs for two officers for five day enforcement, machine maintenance costs and administration costs relating to the provision of permits.
- 3.14 P&D parking and Resident Permits will both generate income to offset the scheme costs. However, until the scheme has been implemented it is extremely difficult to predict the level of income that will be generated within the scheme. It is proposed that a further report will be presented twelve months after implementation of Phase one detailing the outcomes of the scheme.
- 3.15 Various income scenarios have been tested, to reflect varying levels of P&D usage and the charge for a Residents Permits. The potential income levels are shown in the tables below.

Residents Permit charge	Phase one income (250 households) £000	Future Phases income (1750 households) £000	Total income per annum (2000 households) £000
£20	(8)	(52)	(60)
£30	(11)	(79)	(90)
£40	(15)	(105)	(120)

- 3.16 Anticipated income levels from Resident Permits are based on a total of 2000 households on full implementation of all phases on the basis of 1.5 permits per household to reflect replacement permit / amendment charges. When the scheme was consulted upon previously a proposed charge of £40 for a permit was found to be unacceptable to residents.

Potential income from permit issue is shown below for different phases and charging levels.

- 3.17 Income levels for P&D usage are based on a main enforcement period of five days (Mon – Fri) 7am to 5pm. The amount of time that a P&D space will be used by a paying customer is uncertain as overall levels of use and time occupied by residents permit holders is unknown but scenarios between 50% and 80% paid utilisation have been tested.

Pay & Display usage	Phase one income £000	Future phases income £000	Total income per annum £000
50%	(113)	(35)	(148)
60%	(136)	(42)	(178)
70%	(158)	(48)	(206)
80%	(181)	(55)	(237)

- 3.18 Enforcement of excess parking through the issuing of Penalty Charge Notices could also generate income estimated at £29,000 annually.

4.0 Future phases

- 4.1 It is proposed to implement the Phase two immediately following Phase one subject to feedback.
- 4.2 Phase three will be implemented during the 2017/18 financial year.
- 4.3 It should be noted that the implementation of early phases may increase the pressure for the implementation of the other phases due to displacement of parking demand.

5.0 Financial implications

- 5.1 A budget of £150,000 exists in the current transportation capital programme to facilitate the implementation of all phases of the New Cross Residents parking scheme from which the estimated Phase one implementation costs of £70,000 will be accommodated.
- 5.2 Annual revenue costs are estimated to total £100,000. Income generation is anticipated to cover the revenue costs but levels are subject to a number of variants.
- 5.3 A net annual revenue target of £125,000 for 2016/17 and 2017/18 in relation to the implementation of the New Cross Residents parking scheme has been budgeted. If a permit charge of £20 was set for residents on the basis of 1.5 permits per household then pay & display usage in the region of 60% would be required to ensure that annual income levels cover the full costs of the scheme and achieve approved savings targets.
- 5.4 Income generated from the issue of visitor permits, special permits, replacement permits and excess parking enforcement will also contribute towards the net annual revenue target.
- 5.5 The consultation outcome and usage data from Phase one will further inform these income levels. It is a risk that income levels will be insufficient to cover costs and achieve the savings target and as such will create a revenue pressure on the General Fund.
[TT/13062016/L]

6.0 Legal implications

- 6.1 The Traffic Regulation Orders will be subject to the normal statutory consultation processes.
- 6.2 In addition there will be a letter drop consultation with questionnaire in advance of the formal legal process. For a scheme to be taken forward it was agreed that a consultation should receive a minimum of a 60% response with 85% of responders being in favour of a residents parking scheme.
[EB/160616/A]

7.0 Equalities implications

- 7.1 An on-going equality analysis is being undertaken on this policy, and pending on the feedback from the resident permits and pay and display consultation this analysis will be refreshed or updated.

8.0 Environmental implications

- 8.1 The proposals should improve residential amenity and potentially reduce air pollution by reducing traffic volumes in residential streets.

- 8.2 New Cross Hospital Trust has been party to the Smart Network Smarter Choices project to promote active modes of travel to work. The project promotes public transport, cycling and walking and car sharing.
- 8.3 The results of the last monitoring survey, which received a low response rate, indicated that there had been a reduction of 3.5% of single occupancy car use and an increase of car sharers by 1%, an increase in bus use and cycling of 1% each.
- 8.4 To support the project there is promotion of corporate public transport ticketing, regular Dr Bike sessions, and free cycle training. The Trust is also a member of Wolverhampton Car Share, which is open to all employees of the Trust.
- 8.5 The project is now complete, however signed up businesses with over 50 employees, can still receive support, albeit to a limited amount due to funding, pending the outcome of current bids to Department for Transport

9.0 Human resources implications

- 9.1 Enforcement of the scheme will require the deployment of one Civil Enforcement Officer.

10.0 Corporate landlord implications

- 10.1 None identified

11.0 Schedule of background papers

- 11.1 Residents Parking Permit Schemes – Cabinet (Resources) Panel, 4 November 2008
- 11.2 Transportation Capital Programme – 2016/17 and future years – Cabinet, 20 April 2016