

PLYMOUTH CITY COUNCIL

Subject: Parking Update

Committee: Performance, Finance and Customer Focus Overview and Scrutiny Committee

Date: 12 December 2013

Cabinet Member: Councillor Dann, Cabinet Member for Environment and Street Scene

CMT Member: Anthony Payne (Strategic Director for Place)

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Ref: Parking/Update/301118

Key Decision: No

Part: I

Purpose of the report:

This report is to provide Scrutiny with an update on both Controlled Parking Zones (CPZ) and disabled driver parking spaces (DDPS).

Corporate Plan

The provision of disabled driver parking spaces and delivery of controlled parking zones support the Council in achieving our vision to be 'One of Europe's most vibrant waterfront cities, where an outstanding quality of life can be enjoyed by everyone'. These services support the Council's priorities as a **Growing City** and a **Caring Council** through maintaining an efficient transport network, supporting economic growth that benefits as many people as possible and ensuring Plymouth is a welcoming city.

Implications for Medium Term Financial Plan and Resource Implications: Including finance, human, IT and land

There are no financial implications, this report is to update Scrutiny on controlled parking zones and disabled driver parking spaces.

Other Implications: e.g. Child Poverty, Community Safety, Health and Safety and Risk Management:

There are no other implications, this report is to update Scrutiny on controlled parking zones and disabled driver parking spaces.

Equality and Diversity

Has an Equality Impact Assessment been undertaken?

No (An EIA is attached in respect to the recent changes implemented to the Controlled Parking Policy)

Recommendations and Reasons for recommended action:

No recommendations. This report is to provide an update on controlled parking zones and disabled driver parking spaces.

Alternative options considered and rejected:

Not applicable

Published work / information:

No published work or information

Background papers:

Title	Part I	Part II	Exemption Paragraph Number						
			1	2	3	4	5	6	7
Controlled Parking Zone Policy	I								
Controlled Parking Zone EIA	I								
Disabled Driver Parking Space Policy	I								

Sign off:

Fin		Leg		Mon Off		HR		Assets		IT		Strat Proc	
Originating SMT Member													
Has the Cabinet Member(s) agreed the contents of the report? Yes													

I. INTRODUCTION

1.1. This briefing report is to provide Scrutiny with an update on Controlled Parking Zones (CPZ's) and Disabled Driver Parking Spaces (DDPS).

2. BACKGROUND

Controlled Parking Zone (CPZ)

2.1. A CPZ is a parking scheme where, during the operational hours of the scheme, only permitted vehicles can park within the boundary of the scheme. A CPZ is intended to support residents by preventing non-residents parking, such as commuters, however it does not guarantee residents a parking space.

2.2. The CPZ policy (*see background paper – CPZ policy*) sets out the criteria and process for considering and delivering a CPZ.

Disabled Driver Parking Space (DDPS)

2.3. A DDPS is a marked disabled space which is placed on the highway close to the disabled driver's residence. There is no statutory requirement for the Council to provide these bays. The bays are to provide support to persons with mobility impairments, under defined qualifying criteria, and aim to improve quality of life.

2.4. Demand for parking is high across many areas of the City, therefore there is a qualifying criteria which is aimed at ensuring DDPS are provided to those persons with the greatest support needs.

2.5. To apply for a DDPS the applicant must (*see background paper - DDPS policy*): -

- Have a valid Blue Badge
- Be the driver of the vehicle that will use the parking bay
- Have no alternative off-street parking spaces (*garage, driveway or hard standing*)
- Have regular difficulty parking near their home (*defined as inability to walk 20 meters, or less, in line with the enhanced rate for Personal Independence Payment (PIP) Mobility Component*)

2.6. In exceptional circumstances, demonstrating our values as a Caring Council, consideration will be given to persons other than the driver of the vehicle where there is evidence the applicant requires constant care and supervision, that as a consequence would place them at risk if left unattended for any length of time. Such applications are taken in consultation with the Portfolio Holder with responsibility for Parking.

3. CURRENT POSITION - UPDATE

Controlled Parking Zone - CPZ

3.1. There are currently 57 CPZ schemes in operational in Plymouth. There are a number of additional schemes being considered/developed, in accordance with the CPZ policy, these include proposed schemes in Devonport, Millbay, Cattedown, St Judes and Stoke.

3.2. Cabinet approved changes to the CPZ policy on 13th November. The changes ensured that the CPZ policy was aligned to the Council's values, particularly a 'Cooperative Council', where the community are at the heart of the process. The following changes were made to the policy: -

3.2.1. Introduced a new community engagement session at the start of the CPZ process for the Council to provide information about permit schemes and capture detailed understanding of local parking concerns

3.2.2. Introduced a new community engagement session to share the proposed scheme, providing the opportunity to feedback on a scheme proposal, in advance of balloting the community on support for the scheme.

3.2.3. Amended the required response/turnout to a CPZ ballot from 51% to 50%.

Disabled Driver Parking Spaces - DDPS

3.3. There is a charge of £40 to apply for a DDPS, this charge covers the administration and sites visits, and this charge applies whether the application is successful or declined.

3.4. The cost to mark a disabled bay is £120. There is no charge applied to the applicant to install, or remark, a disabled bay.

3.5. During the period April 18 to November 18 the Council has received 47 applications for DDPS bays, 17 of these applications were approved and 30 applications declined.

3.6. Disabled bays are courtesy bays, they are not covered by legal traffic orders, which, due to the cost of statutory Road Traffic Act consultation, would see costs increase to nearer £2k. Whilst disabled bays are not covered by traffic orders, abuse of the bays is low where, generally, people respect that these bays have been installed to support persons with specific support needs.

3.7. Where DDPS bays that were marked on the Highway many years ago there are occasionally difficulties in establishing whether the bay/s are required and who they were provided for. In such a situation we have to write to neighbouring properties to seek to obtain such information and establish if a bay is required or should be removed.

3.8. Since 2014, where the issuing of blue badges transferred to Highways, all bays are linked to an applicant's badge. This ensures that, should someone with a marked DDPS bay no longer qualify for a blue badge, or move address, we are able to update our records and arrange for bays to be removed.

3.9. Residents can also contact the Council to request that a bay is remarked, where a bay may have faded over time. Highways will initially check that the applicant qualifies for the bay and, subject to confirmation of this, arrangements will then be made to remark the bay. The Council do not charge for this.