

## CABINET

21 December 2021

## PARKING POLICY

### Report of the Portfolio Holder for Planning, Highways and Transport

Strategic Aim:	All	
Key Decision: Yes	Forward Plan Reference: FP/090721	
Exempt Information	No	
Cabinet Member(s) Responsible:	Cllr I Razzell, Portfolio Holder for Planning, Highways and Transport	
Contact Officer(s):	Rebecca Johnson, Senior Transport Manager	01572 758229 rjohnson@rutland.gov.uk
	Penny Sharp, Strategic Director for Places	01572 758160 psharp@rutland.gov.uk
Ward Councillors	All	

### DECISION RECOMMENDATIONS

That Cabinet:

- 1) Approves the draft Parking Policy prior to public consultation.
- 2) Delegates authority to approve post consultation amendments to the Parking Policy to the Strategic Directors for Places in consultation with the Portfolio Holder for Planning, Highways and Transport.
- 3) Note the proposals for consultation.

## 1 PURPOSE OF THE REPORT

- 1.1 The purpose of the report is to seek approval of a new Parking Policy.

## 2 BACKGROUND AND MAIN CONSIDERATIONS

- 2.1 The Council's existing Parking Strategy (Appendix A) was adopted in 2012 and is now deemed to be out of date. Therefore our Local Transport Plan 4 (LTP4) included an action to develop a new Parking Policy (Appendix B). This report presents the new parking policy.

### **3 EARLY ENGAGEMENT**

- 3.1 Public and political input was sought at an early stage prior to the development of the new parking policy. This had two elements:
- 4) Early engagement took place with parishes and ward members (between late 2020 and March 2021) to identify strategic areas of concern (not site specific) that they wanted to see covered by the new policy.
  - 5) In October 2020, the Growth, Infrastructure and Resources Scrutiny Panel were provided with the opportunity to review the existing document and provide steer on the content of the draft new policy.
- 3.2 Feedback from the Future Rutland Conversation was also considered during the preparation of the document.

### **4 DRAFT NEW POLICY**

- 4.1 A draft new Parking Policy has been prepared (appendix B) for approval by Cabinet.
- 4.2 The new policy has been developed taking into consideration the feedback received during early engagement.
- 4.3 As well as providing clarity in a number of areas, the policy remit has widened to cover areas previously excluded – such as villages.

### **5 DURATION OF POLICY AND REVIEW**

- 5.1 Once adopted the policy will cover the period up to 2036, to align with the timescale of Local Transport Plan 4, to which the Parking Policy will be a sub document.
- 5.2 The policy will be reviewed biennially, with interim amendments made should there be any national or local changes of significance.

### **6 CONSULTATION**

- 6.1 Early engagement on the Parking Policy took place as outlined in section 3. Public consultation will take place post Cabinet and is anticipated to start in January or February 2022.
- 6.2 Consultation will last for 4 weeks and be promoted to:
- Members of the public (residents and visitors)
  - Stakeholder groups including the Rutland Water Partnership
  - Emergency services
  - Accessibility groups
  - Parishes and ward members
- 6.3 Consultation will seek support for the objectives and scope of the policy.

## **7 ALTERNATIVE OPTIONS**

- 7.1 Continue to use existing Parking Strategy (Appendix A). This is not considered an appropriate option as it is now deemed out of date and the new strategy includes additional policies to address concerns such as parking in tourist hot spots.

## **8 FINANCIAL IMPLICATIONS**

- 8.1 The implementation of the new Parking Policy may result in the following financial implications, however it is anticipated to be cost neutral overall:
- Increased costs resulting from the introduction and enforcement of new parking restrictions.
  - Cost efficiencies resulting from clearer and expanded policies.
  - Cost savings resulting from policies that enable RCC to consider additional charges.

## **9 LEGAL AND GOVERNANCE CONSIDERATIONS**

- 9.1 It is requested that Cabinet approve the Parking Policy and authorise it to proceed to public consultation.
- 9.2 It is requested that Cabinet approve delegation of authority to the Director for Places, in consultation with the Portfolio Holder for Planning, Highways and Transport, to approve any amendments to the Parking Policy resulting from the public consultation.

## **10 DATA PROTECTION IMPLICATIONS**

- 10.1 A Data Protection Impact Assessments (DPIA) has not been completed as no direct risks to individual's data protection arising from the report.

## **11 EQUALITY IMPACT ASSESSMENT**

- 11.1 An Equality Impact Assessment First Stage Screening Template has been completed and is attached as appendix C.
- 11.2 The screening template is due to go to the December Equality and Diversity group for consideration, one negative impact has been identified as a result of preparing the new Parking Policy. The policy includes the ability to introduce charges for Blue Badge holders parking in RCC car parks and for disabled parking bays outside of a resident's address. This places an additional financial burden on people with a disability. However the implementation of any charges (which would be set in the Fees and Charges Cabinet Report) represents the shift of payment for a service from RCC to the service user rather than removal of a service. It remains the case that Blue Badge holders can park on street free of charge.
- 11.3 The screening template identifies two protected characteristics where positive impacts are likely as a result of the policy: 'disability' and 'pregnancy and maternity'. For both of these the new policy has potential to provide positive impacts as a result of measures to reduce inconsiderate parking – including pavement parking and parking on dropped kerbs, which restricts accessibility for those with restricted

mobility, disability or pushing a push chair.

## **12 COMMUNITY SAFETY IMPLICATIONS**

- 12.1 The policy includes mechanisms to help alleviate inconsiderate and dangerous parking, which could pose a risk to pedestrian safety and inhibit the flow of vehicular traffic (including emergency service vehicles).

## **13 HEALTH AND WELLBEING IMPLICATIONS**

- 13.1 The policy aims to balance the health and wellbeing needs of residents (in terms of providing suitable parking to enable accessibility to services and leisure facilities), against the need to encourage modal shift towards more sustainable modes of travel.

## **14 ORGANISATIONAL IMPLICATIONS**

Environmental implications

- 14.1 The policy seeks to balance the need to reduce car dependency and environmental pollution with the need to support accessibility and economic growth.

Human Resource implications

- 14.2 Any resulting additional restrictions will put pressure on existing Civil Enforcement Officers. Either additional staffing resource will be required, or redistribution of existing patrols – reducing presence in some areas.

Procurement Implications

- 14.3 None noted at present.

## **15 CONCLUSION AND SUMMARY OF REASONS FOR THE RECOMMENDATIONS**

- 15.1 Overall the new Parking Policy should have a positive impact on parking in Rutland for residents, visitors and businesses.

- 15.2 Therefore it is recommended that:

- a. Cabinet approve the Parking Policy prior to public consultation;
- b. That Cabinet delegates authority to approve amendments post consultation to the Strategic Directors for Places in consultation with the Portfolio Holder for Planning, Highways and Transport.
- c. That cabinet notes the proposals for consultation.

## **16 BACKGROUND PAPERS**

- 16.1 Report to the Growth, Infrastructure and Resources Scrutiny Committee – Report number: 122/2020

## **17 APPENDICES**

17.1 Appendix A – Existing Parking Strategy

17.2 Appendix B – Draft New Parking Policy

17.3 Appendix C – Equality Impact Screening

A Large Print or Braille Version of this Report is available upon request – Contact 01572 722577.