

## Slough Borough Council

<b>Report To:</b>	Cabinet
<b>Date:</b>	27 <sup>th</sup> February 2023
<b>Subject:</b>	Implementation of Controlled Parking Zones (CPZ) Boroughwide
<b>Lead Member:</b>	Cllr Nazir, Transport & Local Environment
<b>Chief Officer:</b>	Richard West, Executive Director of Place and Communities
<b>Contact Officer:</b>	Savio DeCruz AD Place Operations and Kam Hothi Networks Lead
<b>Ward(s):</b>	All
<b>Key Decision:</b>	YES
<b>Exempt:</b>	NO
<b>Decision Subject To Call In:</b>	YES
<b>Appendices:</b>	<b>Appendix A</b> – Parking Permit Policy <b>Appendix B</b> – Equalities Impact Assessment

### 1. Summary and Recommendations

- 1.1 This report sets out why the Council should move from an ad-hoc approach for the provision of parking restrictions to the use of Controlled Parking Zones (CPZs) wherever practicable. Implementation of CPZs includes case-by-case public consultation, the introduction of parking permit schemes and is subject to Council approval using the Significant Decision process.
- 1.2 The introduction of CPZs as our standard approach for the provision of parking restrictions would bring consistency in management of road space and enable priority for parking to be given to residents and businesses.
- 1.3 The introduction of Parking Permits may impact some low-income households. Our Parking Permit Policy will be amended to include criteria against which applications for a reduced parking permit charge will be assessed.

#### Recommendations:

Cabinet is recommended to: -

- a. Approve the use of Controlled Parking Zones with resident permit schemes as outlined in this report, following the statutory consultation, as the Council's standard approach for the provision of parking restrictions.

- b. Delegate authority to the Executive Director for Place and Communities, in consultation with the Lead Member for Transport and the Local Environment, to consider any objections received following the statutory consultation and to make the necessary traffic regulation orders to determine the final scheme for each location.
- c. Approve the Parking Permit Policy provided as Appendix A

**Reason:**

Approving the recommendations set out in this report will enable the parking development team to implement improvements to manage parking and road space on the highway. The implementation of CPZs and resident permits will contribute to the reduction of inconsiderate and displaced parking in Slough.

**Commissioner Review**

Commissioners support the Recommendations.

**2. Report**

**Introductory paragraph**

- 2.1 This report sets out the benefits of moving from an “as and when” approach on parking restrictions to the use of Controlled Parking Zones, with associated parking permit schemes, to better manage road space, safety and having controls for residents and businesses.
- 2.2 The Council’s Corporate Plan includes the following priorities which are supported by the decisions described in this report:
  - **A council that lives within our means, balances the budget, and delivers best value for taxpayers and service users** – the proposal in this report balances the views of residents with the statutory duty to provide a safe environment for communities and an efficient process for managing parking demand while contributing a saving of £200,000.
- 2.3 Options considered.

Option	Description
<b>A</b>	<p><b>Continue with incremental addition for the amendment of prevailing parking restrictions as our standard method to manage parking issues</b></p> <p>This would address the specific issues relating to residents demand but is reactive, does not forward plan resources and does not consider the impacts on displaced parking</p> <p><b>Not recommended</b></p>
<b>B</b>	<p><b>Continue to implement CPZ’s and Resident permit schemes independently at some locations.</b></p>

	<p>This can work where there are no real pressures for road space but this is reactive and does not forward plan resources and does not consider the impacts on displaced parking</p> <p><b>Not recommended</b></p>
<b>C</b>	<p><b>Implement a programme of CPZ's and Resident permit schemes across the borough as our standard method to manage parking issues.</b></p> <p>This enables a holistic approach to parking restrictions and to forward planning. It addresses the impact of potential displaced parking and will enable development of solutions to address growing problems with commuter parking and road safety due to inconsiderate parking.</p> <p><b>Recommended option</b></p>

## Background

- 2.4 The parking team already has Council approval, through the Local Transport Plan 3 (LTP3) and Supplementary Statutory Document (SSD) for Parking, to implement CPZs and Permit Schemes, however, this report seeks approval to make this option the default position for managing parking in the borough and by exception only to consider alternate options.
- 2.5 We currently receive approximately 100 unsolicited ad-hoc requests each year to introduce parking restrictions at specific locations from residents, local businesses, councillors, emergency services and other external organisations. Requests include introduction of resident permits, waiting restrictions, school keep clears, taxi ranks, bus lane / bus gate restrictions and pavement parking. The service has delivered these types of schemes for several years on an "as and when" basis but has not always been able to deliver the outcomes expected and solving one problem in isolation can see the introduction of consequent different problems which then need to be managed.
- 2.6 Ad-hoc addition / amendment of parking restrictions has a role to play in some circumstances but use of CPZs brings consistency and fairness by shaping the best available solution, through a set process of consultation with residents, businesses, and stakeholders, to address long standing problems associated with parking congestion, safety, and accessibility for support services such as emergency vehicles and refuse vehicles.
- 2.7 The introduction of CPZs will better enable the Network Management team to:
- prioritise parking for residents within the enforcement hours of operation using resident Parking Permits. Vouchers for visitors will also be available.
  - take account of the impact on other stakeholders including shoppers and users of train stations
  - reduce issues such as obstructive and inconsiderate parking especially at junctions, bends and on footways.
  - control the number of cars parking on the highway within CPZ's
  - encourage residents to consider whether multiple car ownership is essential.
  - contribute to better neighbourhoods by either zero or little displacement into surrounding roads

2.8 A programme of new CPZ's will be built out from existing CPZs to minimise displacement of parking and will address long standing parking issues such as pavement parking, junction protection and conflicting restrictions which prevent enforcement. The introduction of resident permit schemes will control the number of cars parking in an area based on "kerb capacity" (availability of useable road space for parking).

### **3. Implications of the Recommendation**

#### **3.1 Financial implications**

3.1.1 The Council will fund the rollout of the CPZ's through the DfT capital grant, £250k has been included in the new Capital Programme.

3.1.2 Income will be received from the purchase of permits and through enforcement of non-compliance. It is estimated that total income of £200k will be generated in 2023/2024.

#### **3.2 Legal implications**

3.2.1 The Traffic Management Act 2004 (Section 16(1)) imposes a Network Management Duty to ensure that Slough Borough Council secures the expeditious movement of traffic on the authority's road network and facilitates the expeditious movement of traffic on road networks for which another authority is the traffic authority.

3.2.2 The Council must have regard to the statutory guidance issued by the Secretary of State for Transport under section 18 of the Traffic Management Act 2004 to deliver their network management duty under the Traffic Management Act 2004. This includes guidance on engagement and consultation. Accessibility requirements and the Public Sector Equality Duty apply to all measures, both temporary and permanent. In making any changes to their road networks, authorities must ensure that elements of a scheme do not discriminate, directly or indirectly and must consider their duty to make reasonable adjustments anticipating the needs of those with protected characteristics, for example, by carrying out equality impact assessments on proposed schemes. Engagement with groups representing disabled people and others with protected characteristics should be carried out at an early stage of scheme development.

3.2.3 The consultation must be at a time when proposals are still at a formative stage. The Council must give sufficient reasons for any proposal to permit of intelligent consideration and response. Those consulted should be aware of the criteria that will be applied when considering proposals and which factors will be considered decisive or of substantial importance at the end of the problem. Adequate time must be given for consideration and response. The product of consultation must be conscientiously taken into account in finalising any statutory proposals.

3.2.4 The Council is required under section 39 (2) of the Road Traffic Act 1988 and the Traffic Signs Regulations and General Directions 2016 to prepare and carry out a programme of measures designed to promote road safety.

3.2.5 All the Traffic Regulation Orders and Notices required for the proposals will be made under the Road Traffic Regulation Act 1984 and all other enabling powers.

### 3.3 Risk management implications

3.3.1 The following key risks have been assessed and are included in the directorate risk register.

<b>Description of risk</b>	<b>Risk/Threats/Opportunities</b>	<b>Proposed future controls</b>
Finance	Deliverability in first year	Two parking engineers have now been taken on to lead on delivering the CPZs. This will initially take time to settle while schemes are produced, consulted and implemented. Following this period and moving forward the scheme designs and locations will be clear and a forward plan set out.
Community Support	Unfavourable response to wider public consultation	Programme allows for detailed design to be modified where necessary to meet specific objections. However, some objections cannot be overcome such as road safety concerns. These will be managed through good communication with councillors and residents.

### 3.4 Environmental implications

3.4.1 The CPZ schemes are expected to reduce congestion through improvements to parking and waiting restrictions.

3.4.2 The introduction of CPZ helps to instill confidence in people to cycle and walk for their shorter journeys. The health benefits of active and sustainable travel choices are evident (NICE, guidance, active travel).

### 3.5 Equality implications

3.5.1 Under section 149 of the Equality Act 2010 (EqA 2010) The Public Sector Equality Duty (PSED) requires public authorities to have "due regard" to:

- The need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the EqA 2010 (section 149(1)(a)).
- The need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it (section 149(1)(b)). This involves having due regard to the needs to:
  - remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;

- take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it (section 149(4)); and
- encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

3.5.2 Section 149(6) makes it clear that compliance with the PSED in section 149(1) may involve treating some people more favourably than others, but that is not to be taken as permitting conduct that would otherwise be prohibited by or under the EqA 2010 (this includes breach of an equality clause or rule or breach of a non-discrimination rule (section 149(8)). (Section 149(3), EqA 2010.)

3.5.3 The need to foster good relations between persons who share a relevant protected characteristic and those who do not share it (section 149(1)(c)). This includes having due regard to the need to tackle prejudice and to promote understanding (section 149(5), EqA 2010).

3.5.4 An initial Equality Impact Assessment has been undertaken (Appendix A). This will be further developed as the programme of CPZs progresses to identify and mitigate against any potentially adverse equality impacts arising in the work programme.

3.5.5 The scheme's intention is to reduce inequalities in mobility and to better cater for safe and equal access to key amenities for all users. Currently, there is an overreliance on the private car, with carriageways carrying high levels of traffic; subsequently, reducing journey ambience for pedestrians and cyclists. To address this, the Council recognises that vulnerable road users are at higher risk of danger and therefore prioritises pedestrians and cyclists, followed by public transport users and then motorists; the scheme would address this through redefined road-space, regulating driver behaviour and improving pedestrian and cycling facilities.

### 3.6 Procurement implications

3.6.3 Specialist activities for design measures such as traffic orders may need to be procured.

### 3.7 Workforce implications

3.7.3 There are no workforce implications

### 3.8 Property implications

3.8.3 There are no property implications.

## 4. **Background Papers**

- Local Transport Plan 3 and Supplementary Strategy Document Parking