

Wards Affected:

Danesborough and Walton

ITEM 4**STRATEGIC PLACEMAKING SCRUTINY
SUB-COMMITTEE****8 AUGUST 2019****Report previously considered by Delegated Decisions - 16 July 2019****CALDECOTTE RESIDENT PERMIT PARKING ONLY SCHEME**

Responsible Cabinet Member: Councillor Gowans, Cabinet Member for Planning and Transport

Report Sponsor: Steve Hayes, Head of Transport, tel: 07788 398 289

Author and contact: Sara Bailey, Strategic Manager Parking and Taxis, Tel: 07949 753559

Executive Summary:

This report aims to address the objections received to the statutory consultation held on the proposed introduction of Resident Permit Parking Only (RPPO) restrictions to parts of Caldecotte.

1. Recommendation(s)

- 1.1 That the implementation of the residents parking scheme and associated restrictions in Caldecotte be approved and proceeds.

2. Background

- 2.1 Walton Community Council (WCC) and Ward Councillors approached the Council in September 2018 regarding parking problems on Caldecotte caused by displacement parking as a result of business park employees. Officers attended a parking working group arranged by WCC in November 2018 to discuss the implementation of a resident permit parking only (RPPO) scheme for the area. WCC then undertook extensive informal consultation with affected residents and formally requested, via their full Council meeting in December 2018, that MKC undertake their own consultation (in accordance with policy) to the following streets;

Gatewick Lane, Monellan Grove, Monellan Crescent and Grove North, Heybridge Crescent and Longhedge.

The Council's informal consultation started in January 2019 for a period of one month.

Consultations

- 2.2 It is the policy of the Council to undertake both informal and formal (statutory/legal) consultation on the introduction of a RPPO if the residents of the streets affected demonstrate that at least 50% of the residents support such. The criteria at informal stage then becomes a 50% response rate, of which 70% must be in favour. Both the consultation held by WCC and the informal consultation held by the Council far exceeded this, with the official

Council consultation achieving a 73% response rate, of which 95% were in favour of the permit scheme. The full policy is attached as **Annex A**.

- 2.3 A further formal/statutory consultation must by law then be held, there is no formal policy criteria on this but all representations made must be fully considered before deciding whether the scheme should proceed. This took place over April/May 2019. 36 formal objections were received (in addition to three comments and three formal representations in support of the scheme), the vast majority of these were from employees of the business park. One objection was from the Police, concerned as to the size of the scheme and the potential parking that could be displaced to nearby grid roads, which is in the police's remit to enforce.
- 2.4 The Council has an adopted policy (attached as **Annex A**) prioritising residents parking near to their homes. It is an unreasonable expectation for employees to park in high volumes in an obstructive and hazardous manner within a residential estate.
- 2.5 Whilst the objection from the Police must be seriously considered, it is considered unlikely that Parking will be displaced to the grid roads due to their nature. In the event this does occur, additional restrictions could be introduced to address this, e.g. double yellow lines on grid-roads, which it would be for the Council to enforce. This could be implemented fairly quickly, e.g. 2 – 3 months as we could proceed directly to statutory consultation without the need to informally consult. Displacement parking is more likely to take place on other unrestricted parts of the residential estate, rather than the grid road, especially as much of the grid road in this area is a single lane. We will keep a close eye upon the effects of the scheme and endeavour to work closely with the Police during and after implementation.
- 2.6 Also, the fire service have formally complained that they have been unable to access the residential estate due to the level of congestion caused by vehicles parking irresponsibly and this must be considered even though not included as a formal representation in support of the scheme.
- 2.7 Council Officers have also met with management of the business park on numerous occasions and additional measures are underway to both create more parking and provide alternative methods of transport to the estate, including a planning application to create an additional C80 spaces on site, feasibility into legitimising the verge and pavement parking, and an extension of the existing park and ride service.
- 2.8 Highways are also working on some proposals to implement waiting restrictions (double yellow lines) to protect additional parts of the estate, including parts of Brickhill Street, as shown at **Annex B**.

3. **Implications**

3.1 Policy

This adheres to the Local Transport Plan.

3.2 Resources and Risk

The estimated cost to introduce the scheme is in the region of £6,000 which includes the costs of the Traffic Regulation Order (£2,500 - already incurred as this has to be made in order to statutorily consult on) signing and set up costs. Residents will pay £25 per resident and visitor permits. The cost to enforce the scheme will be absorbed into the current parking contract.

The implementation costs and the ongoing cost would be attributable to the SPA on street parking account

N	Capital	Y	Revenue	N	Accommodation
N	IT	N	Medium Term Plan	N	Asset Management

3.3 Carbon and Energy Management

Parking controls have a positive impact on reducing car use and therefore carbon emissions.

3.4 Legal

A Traffic Regulation Order (TRO) will be required – this is a legal order, which allows the Highways Authority to regulate the speed, movement and parking of vehicles and regulate pedestrian movement, which are enforceable by law. The statutory consultation for this has already taken place.

3.5 Other Implications

Stakeholders include WCC, local Ward Councillor, representatives of the business park management and residents, all of which are supportive of this approach

The presence of patrolling parking attendants can deter crime and disorder, particularly vehicle crime.

N	Equalities/Diversity	N	Sustainability	N	Human Rights
N	E-Government	Y	Stakeholders	Y	Crime and Disorder

Background Papers: Statutory Consultation – proposed introduction of resident permit parking only scheme available at <http://www.milton-keynes.gov.uk/streets-transport-and-parking>

Annex A Resident Permit Parking Only Policy

Annex B Plan showing resident permit parking only area and additional proposed waiting restrictions.