

**INTRODUCTION OF RESIDENT PERMIT PARKING ONLY SCHEME TO CUMBRIA CLOSE**

Decision Taker: Councillor Long (Cabinet member for Health, Wellbeing and Community Services)

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**Executive Summary:**

This report seeks to implement a Resident Permit Parking Only (RPPO) scheme to parts of Cumbria Close, Bletchley, as shown on the attached plan at the Annex.

**1. Recommendation(s)**

- 1.1 That a Resident Permit Parking Only scheme, which applies at all times be implemented in respect of residents living at 13 – 24 Cumbria Close (the elderly people's bungalows).

**2. Issues**

- 2.1 Residents contacted the Council for help because they were experiencing parking difficulties, and as a result, the Council has taken steps to address this.
- 2.2 An informal consultation was held with local residents in February 2014. Of the 9 responses received, 8 supported the introduction of a RPPO.
- 2.3 Cumbria Close is not adopted highway but is owned by MKC housing. MKC housing have given permission for an off street traffic regulation order to be introduced to address the parking problems.
- 2.4 The residents would be entitled to one resident permit for each vehicle they own and also one visitor permit per household. Registered carers are entitled to a carer parking permit. Informal/unregistered carers (e.g. a family member or friend) would need to use the visitor permit.

**3. Options**

- 3.1 Do not implement the scheme:

This would mean that the elderly residents, some of whom have mobility issues, would continue to struggle to park near to their homes, due to displaced parking parts of nearby Cumbria Close (the flats which have their own allocated parking) and Cardigan Close.

- 3.2 Implement the scheme to include all of Cumbria Close:

This would mean the inclusion of the flats numbers 1 – 12, who have their own allocated off road parking. The elderly residents of the Bungalows would continue to struggle to park near to their homes.

3.3 Implement the scheme as recommended in this report:

This is the preferred option as it will fully address the parking problems experienced by the elderly residents of the bungalows, ensuring that the parking space outside of their homes is only utilised by them.

4. **Implications**

4.1 Policy

These proposals are in line with policy in the current Local Transport Plan

4.2 Resources and Risk

The estimated cost to introduce this scheme is £3000 (breakdown below):

Introduction of TRO including advertising costs -	£1500
Signing	£ 500
Configuration of new parking permit on system	£1000

The estimated ongoing annual cost for permit issuing is £500

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

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

4.3 Carbon and Energy Management

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

4.4 Legal

A Traffic Regulation Order (TRO) 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

4.5 Other Implications

Management of a parking scheme can reduce crime and disorder, in particular, vehicle crime, due to the visibility of patrolling parking attendants

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

Background Papers: Local Transport Plan 3

Annex: Proposed Plan of Resident Parking Area