



**REGENERATION AND HOUSING SCRUTINY  
REVIEW BOARD  
22 JANUARY 2019**

# ITEM 9

Report sponsor: Acting Director of Planning and Transportation  
Report author: Head of Traffic and Transportation

## Permit Parking in Derby

### Purpose

- 1.1 This report provides information on permit parking schemes, the reasons for introduction and intended benefits and also highlights some of the issues.

### Recommendations

- 2.1 To support the continued use of residents parking schemes and consider plans for improvement.

### Reason(s)

- 3.1 This report has been compiled in response to a request from the Board.

### Supporting information

- 4.1 Permit parking schemes have become an important and necessary part of the way in which the Council controls parking in certain locations. The schemes are proposed as a response to sustained indiscriminate or dangerous parking. They are usually raised through complaints from residents and/or businesses where local people are prevented from parking closer to a place they need to access.
- 4.2 Parking issues can be found in many areas of the city but are often acute in the immediate surroundings of a large attractor building or service - local examples might be the City Centre, the football ground, the Royal Derby Hospital and some of the larger district shopping centres.
- 4.3 If scheme is proposed there is a requirement that the majority of residents must accept it and there is a threshold for the proportion of residents that must respond.

As the schemes generally involve both charging residents and their acceptance of some restrictions, for example on visitors, then the current approach is not to impose schemes.

- 4.3 The introduction of permit parking, along with enforcement, is very powerful. It has an immediate and demonstrable effect, often entirely removing the issues. While some minor contraventions may occur, the schemes in place in Derby have delivered in terms of relief for residents and businesses.

This success however, can lead to displacement of the parking behaviour to other areas and this recreates similar issues elsewhere.

- 4.4 When resident parking schemes began to be introduced some years ago the Council did not have a policy on their implementation. As early schemes were implemented however, general principles and guidelines were developed.

In more recent years the city has introduced larger scale schemes in complex environments and it has become increasingly clear that some of the issues that have arisen require a more coherent and standardised approach than is currently in place.

- 4.5 Visitor permits are a good example of this. There have been instances where a resident who has off-street parking and does not require a permit on a day to day basis, has to park their vehicle on the road, perhaps as a result of building work being carried out at their property. Using a visitor pass is prohibited and at the moment they are required to buy an annual permit at a cost of £25. Clearly they may only need the permit for a few weeks. In these cases we know that the resident is more likely to use a visitor permit but this may result in them being issued with a Fixed Penalty Notice.
- 4.6 The Council website has been updated to give as much information as possible. There is a comprehensive FAQ section and an explanation of what each type of permit is for and the limitations of their use. There is more detailed information on each specific parking zone, the current charges that apply, what to do if you are a blue badge holder and much more.
- 4.7 Over the course of the next 12 months the Council will be introducing an electronic system that will enable residents to access most of the permit system either by mobile phone app or website. This will allow residents to manage their activities without the need to call the Council, order books of permits, and to renew their resident permit, as required. Information will be stored electronically and no paper or card permits will need to be displayed in vehicles. Civil Enforcement Officers will be able to check valid permits via registration numbers and residents will be able to issue visitor passes via electronic means. Buying new permits will also become much easier.
- 4.8 It is envisaged that a lot of the current frustrations and issues will be reduced once the new system comes into place. However, there will still be a need to develop a clear and concise policy that can deal with unusual and short-term situations reasonably and with some degree of flexibility. After introducing the electronic permit system we will be able to explore tailoring solutions for particular areas to potentially build subtle differences into schemes, to reflect the environment and parking pressures in different areas. As part of this we will examine the history of schemes and the feedback we have received and consult with residents on potential changes.

## **Public/stakeholder engagement**

- 5.1 Information relating to complaints, issues and frustrations with the current operation of schemes will inform future developments. It is important to recognise that where residents have accepted the implementation of a scheme, then they are generally popular. However, the principle has always been that the schemes need to support the residents and continue to be viewed as effective and worth the annual cost.

**Other options**

6.1 No other options are considered in relation to this report.

**Financial and value for money issues**

7.1 None arising from this report.

**Legal implications**

8.1 None arising from this report.

**Other significant implications**

9.1 None arising from this report.

This report has been approved by the following people:

<b>Role</b>	<b>Name</b>	<b>Date of sign-off</b>
<b>Legal</b>	N/A	
<b>Finance</b>	N/A	
<b>Service Director(s):</b>	Verna Bayliss, Acting Director of Planning and Transportation	11 Jan 2019
<b>Report sponsor</b>	As above	
<b>Other(s)</b>		

  

<b>Background papers:</b>	None
<b>List of appendices:</b>	None