

Report by the Urban Parking- Task and Finish Group



September 2018 – October 2019

Contents	Page
Chair's Foreword and Acknowledgements	2
Background/ Aims of the study	4
Recommendations	7
Corporate Management Team Commentary (including legal, financial and equalities implications)	10
Cabinet Commentary	10
Appendices	
Appendix A – Scoping Document	11
Appendix B - Briefing on Engineering response to Covid-19	14

Background Documents:

Minutes of Meetings:

[5 September 2018](#)

[1 October 2018](#)

[3 December 2018](#)

[12 February 2019](#)

[29 October 2019](#)

1. Chair's Foreword and Acknowledgements

I am honoured to have been asked to chair this committee.

Parking can be a very emotive subject with residents planning journeys to minimise parking space loss and trying to devise methods to secure or reserve a space. This was also one of the issues that encouraged me to become a Councillor over 10 years ago. In this time the problems are only increasing as car usage has escalated, City Centre residential units have been encouraged and the Night-time Economy has grown from strength to strength.

A simplistic view point would be that residents should be allowed to park in their localities by way of creating residential parking areas. The complication arises when this public amenity is oversubscribed due to single households with multiple vehicles, housing being converted into multi-occupancy units or multi-floored office space being converted into housing.

Residents had initially suggested a solution incorporating timed restrictions but this is no longer viable as the evening pressures have escalated. We need a 24 hour solution for the City Centre with possible timed restrictions as we move further away from the centre to deter day time parking.

Other complexities that need to be considered and evaluated for priority include:-

- 1) Parking provision for Doctors, Midwives and Carers making home visits;
- 2) Environmental Impacts, reduction of vehicles to improve air quality;
- 3) Use of electric vehicles and more recycling of components;
- 4) Better and more coordinated public transport to help reduce car ownership.

Covid-19 has had a major impact over the last few months from reduced vehicle use which has impacted air quality and seen nature flourish. Many residents have been able to park in front of their houses as businesses have been closed and many students have returned home.

The work of this group has been impacted with outstanding work needing to be re-assessed. Many recommendations were dealt with pre lockdown and have been listed in the following pages. Many residents have been working from home, lifelong habits have been challenged and behaviour changed. We have had time to reflect and consider our priorities. Greater use of the internet has reduced journeys as shopping habits have changed. Cycle lanes have been introduced to try to embed and encourage this method of transport.

I believe this is piece of work will be built upon and developed as we commit to the changing priorities and further technology improvements. I would like to place on record my thanks to members of the Group for their contributions and to officers from PCC and LCC for their assistance.



Councillor Desai

Chair of the Urban Parking Task and Finish Group

Membership

Membership 2018/19 Municipal Year

Councillor Desai (Chair)	Councillor Greenhalgh
Councillor Bax (Vice-Chair)	Councillor Hull
Councillor Bailey	Councillor Seddon
Councillor Darby	Councillor Wallace
Councillor Mrs Gildert	

Membership 2019/20 Municipal Year

Councillor Desai (Chair)	Councillor Henshaw
Councillor Bax (Vice-Chair)	Councillor Landless
Councillor Atkins	Councillor Potter
Councillor Brooks	Councillor Raisbeck
Councillor Duckworth	

2. Background/ Aims of the Study

2.1 At the Priority Setting Workshop held on 15 May 2018, Match Day and Urban Parking was selected as one of the topics to be the subject of a Work Plan Study. At the meeting of the Overview and Scrutiny Management Committee on 15 June 2018, the topic was agreed and approval was given to the draft scoping document.

2.2 On 5 September 2018, the Group considered the draft scoping document. The Head of Engineering, Mr Russell Rees gave details of past studies and also reported on current known issues in the City. Members agreed the area to be included in the study and that the focus should be on urban parking.

2.3 On 1 October 2018, Mr Daniel Herbert and Mr Peter Bell from Lancashire County Council attended the meeting for interview on matters relating to the work plan study. Members raised various issues including:-

- **Enforcement in the City Centre**

Mr Herbert reported on the parking enforcement contract with NSL Ltd which enforces regular beats focussing on areas with regular abuse varying days and times. Targeted enforcement had been recently introduced on areas identified by residents. There is also some late night/weekend enforcement which helps to keep taxi ranks clear and traffic moving. The enforcement officers also report back on defective waiting restrictions including missing signs and faded road markings.

- **Resident Parking Zones**

The Group discussed resident parking zones with Mr Herbert and Mr Bell. They were given information on provision made for Blue Badge holders, carers and medical personnel. Mr Herbert reported that there was demand from non-residents to park in some areas which caused additional issues. It was noted that permits for carers would be made available across the county and would be out to public advert and consultation later in the year. This would ensure that pricing was consistent across Lancashire.

- **Parking Outside Schools**

Mr Herbert reported on the enforcement of parking issues around schools. The introduction of zig zag markings had eased but not solved many of the problems. It was planned that all schools with the appropriate road markings would be visited by a Civil Enforcement Officer at least once this academic year.

- **Other Issues**

Members also raised other matters including problems on Fishergate and in the Fishergate phase 3 area.

2.4 On 3 December 2018, Mr Russell Rees, Head of Engineering and Mr John Crellin, Head of City Development from Preston City Council attended the meeting

for interview on matters relating to the work plan study. Members raised various issues including:-

- **City Centre Development**

Mr Crellin reported on the need for balance when developing the city centre including consideration of the Health Agenda, traffic congestion and shared spaces. Members also discussed modern living policies which, whilst encouraging city centre accommodation, discouraged residents having vehicles.

- **Car Park Usage**

The Group discussed issues relating to parking including City Living and the City Transport Plan. Members raised the possibility of using Avenham and Fishergate car parks for resident parking in the evening which Mr Rees reported officers were looking at in the case of the former. The option, however, would require significant investment to maintain and, whilst providing the required access, there may not be a viable business case to support this. It was also noted that the Fishergate car park belongs to the owner of the centre.

- **Fishergate Bus Lanes**

Mr Crellin reported that the Fishergate area was thriving following completion of the highway improvement works. Lancashire County Council were examining any issues which had arisen from the new works. It was noted that further public realm improvement works were proposed on Tithebarn Street and Lancaster Road as part of later phases.

- **Market Car Park Site**

Members raised queries on the future of the site of the Market car park following its proposed closure in early 2019. Mr Rees acknowledged that the Council would then only be responsible for the provision of around 10% of parking in the city. It was noted that, dependent on the timescale of the redevelopment works, the site could be looked at again with regards to some temporary parking.

2.5 On 12 February 2019, Mr Daniel Herbert and Mr Peter Bell from Lancashire County Council attended the meeting for an update on matters arising from the previous meeting they attended. Members were informed of the following:-

- **Residents parking**

The Group was informed that the administration of resident parking schemes was now the direct responsibility of LCC and not district Councils. The way in which the scheme was being used in the roads around Mount Street was being examined with a view to dividing the existing zone and making a new zone. Officers were also examining the issue and entitlement to parking permits following the change of use of building from single dwellings or offices to premises with multiple apartments. Councillors were informed that planning in the city centre does not have a requirement for parking provision due to the high accessibility of the core area by sustainable modes of travel.

- **Enforcement**

Mr Herbert gave an update on the parking enforcement contract with NSL. The Group was informed that the current contract with NSL is for 30-40 Civil Enforcement Officers with 20-24 deployed each day across the County of Lancashire, two of these allocated to enforcement in the vicinity of schools. Around 20% of all parking restrictions are in Preston City Centre and the number of officers in and around Preston City Centre per day is 6-7. There was around 63,000 working hours dedicated to enforcement. Lancashire County Council is currently in the process of moving the service in house in the next year so it will have more control.

- **Parking Outside Schools**

Mr Bell reported that during the last academic year around 600 schools in Lancashire had received letters asking if they required enforcement on the highway outside the school to which 175 schools responded. Tickets were being issued to approximately 70 motorists. Where complaints were received, officers were making 2-3 visits and each school with zig zag markings were being visited this year.

- **Other Issues**

Members raised an issue with the park and ride at the docks with motorists using site to park their cars for free but not using the bus to complete their journey into the city. The Chair reported that the Council was having discussions on the matter with some employers in the area.

Mr Bell reported on the proposed Pavement Parking Ban which was being discussed nationally. LCC were awaiting feedback from the Department for Transport but it was acknowledged that, due to narrow streets and roads, it would be unlikely to work in Lancashire. The County Council prefers that action is taken in instances where inappropriate parking is causing an obstruction.

2.6 In May 2019, the Council was consulted by LCC on proposals to remove a small group of streets close to a large public car park from Avenham 1 zone (AV1) and create a new Avenham 3 (AV3) zone. This was to enable the ability to monitor and enforce any parking infringements. The amendments to the AV1 zone were introduced in August 2019. The new AV3 zone was created in December 2019.

In June 2019, the Council was consulted on a review of Resident Permit charges. An Order came into effect in September 2019 and a county wide fee of £25 was introduced.

2.7 On 29 October 2019, The Head of Engineering submitted draft recommendations for the Work Plan Study on Urban Parking (see page 6) The Group discussed and agreed the recommendations with the following addition:-
That Lancashire County Council be requested to review the conditions of resident zones permits and procedures following abuse of the scheme.

Post meeting note: please see Appendix B for a briefing on the Council's response to the Covid-19 situation regarding engineering matters.

3. Recommendations to Cabinet

	Recommendation	Date to be implemented	Officer & Organisation Responsible
1.	Lancashire County Council to identify the route by which the public and others can raise issues relating to the operation of existing residents parking zones and how to request new zones.	October 2020	Lancashire County Council (LCC)
2.	That Lancashire County Council undertake a review of the condition of signs and road markings in existing residents parking zones, and the Traffic Regulation Orders that give effect to the signage, with a view to undertaking all necessary maintenance works and changes to allow the zones to be adequately enforced.	August 2021	LCC
3.	That Lancashire County Council undertake more evening patrols to ensure that resident parking zones, the use of taxi ranks and the new public realm works throughout the City Centre and environs are adequately enforced.	November 2020 then ongoing	LCC
4.	That Lancashire County Council review residents parking zones AV1 and AV2 with a view to creating a smaller residents parking zone to the western edge, separate from the current controlled parking zone.	Completed	LCC
5.	That Lancashire County Council undertake a consultation with residents of Frenchwood Street to establish whether or not there is a desire for the street to be included within the existing AV2 controlled parking zone.	February 2021	LCC

6.	That Preston City Council review how the two amenity car parks are currently used on Frenchwood Street with a view to better managing the current use and parking demand.	February 2021	Preston City Council – Russell Rees
7.	That Lancashire County Council review the current permit charges that residents have to pay to park within a residents parking zone.	Completed	LCC
8.	That Lancashire County Council consider the removal of non-residential premises from within current residents parking zones to reduce the potential future eligibility for parking permits.	April 2021	LCC
9.	That Lancashire County Council clarify its policy on the issue of residents parking permits to carers and those with a caring need.	October 2020	LCC
10.	That Lancashire County Council examine if any improvements can be made to the highway network to reduce the distance that vehicles currently have to travel from Ormskirk Road to access Carlisle Street	November 2020	LCC
11.	That Lancashire County Council actively explore transport interventions that will encourage a modal shift from the car as part of the Climate Change agenda, thus reducing carbon, traffic congestion and the demand for city centre parking	April 2021	LCC
12.	That Preston City Council review the operation of its Avenham multi-storey car park that is currently secured at 8pm daily with a view to making some night time parking provision available	February 2021	Preston City Council – Russell Rees
13.	That Lancashire County Council examine the need for a residents parking scheme in the roads around its County Hall offices	February 2021	LCC

14.	That Lancashire County Council actively monitor the issue of visitor parking permits in controlled parking zones with a view to clamping down on the abuse of visitor permits by those who park all day whilst working in the city centre. Consideration should be given to a “3 strikes and you’re out” policy or similar	November 2020 and ongoing	LCC
15.	That Lancashire County Council ensure that income generated from bus lane enforcement in Preston is invested wholly in Preston transportation related schemes	December 2020	LCC

4. Corporate Management Team Comments

Corporate Management Team thanks the Task and Finish Group for their work and efforts in the undertaking of the Work Plan Study into Urban Parking and accept all of the recommendations as written.

5. Comments from Cabinet

Cabinet expressed their gratitude for the efforts of the Task and Finish Group and Officers involved. The report and recommendations were very comprehensive.

That Cabinet

- i) Noted the report; and
- ii) Endorsed the recommendations of the Task and Finish Group

Appendix A

Work Plan Study – Urban Parking

Scoping document

Scope

The study will consider the implications of Urban Parking, including how the Council should work in partnership with other organisations to: determine how best it makes use of the limited resource that is a public amenity.

- To investigate provisions for residents in relation to their different needs.

1a.	Scrutiny Chair: Councillor Salim Desai	Contact Details cllr.s.desai@preston.gov.uk
1b.	Member Services Officer Ms Jacqui Pollock Scrutiny Support Manager	j.pollock@preston.gov.uk 01772 906305
1c.	Departmental Link Officer: Mr Russell Rees Head of Engineering	r.rees@preston.gov.uk 01772 906792
2.	Which of our Corporate Priorities does this topic address? Your City – Securing investment to improve the assets and infrastructure and create high quality jobs Your Council – Delivering well run, value for money services, valued by the public; demonstrating good governance, openness and transparency and a strong democratic process Fairness for you - Fairness at the head of our decision making. Building an economy which supports prosperity and promotes fairness in working lives and practices. Accessibility to affordable energy and decent affordable living.	

	<p>The Council needs to know what the impact is and develop policy accordingly.</p> <p>Restrictions once placed need to be enforced with ease. What technology can be used? Can residents report using photographic evidence?</p> <p>What can be done using Council car parks for residents, e.g. discounted contract parking? Consider parking for the Winckley Square developments.</p>	
9.	<p>Who can provide us with relevant evidence?</p> <p>Lancashire County Council Highways.</p> <p>PCC Head of City Development</p> <p>PCC Off street parking Officer</p>	<p>What areas do we want them to cover when they give evidence</p>
10.	<p>What processes can we use to feed into the review (site visits/observations, face to face questioning, telephone surveys, written questionnaires etc?)</p> <p>Possible public digital consultation</p> <p>Liaise with other Cities in the UK, how do they deal with this?</p>	
11.	<p>Diversity – How will we address the diversity standards in order to uphold the Council’s Single Equality Scheme?</p>	

Appendix B

Briefing on Engineering response to Covid-19

Lockdown Timeline

The world looked on as reports of a new virus emanated from Wuhan, China in early 2020. The first 2 cases of coronavirus were confirmed in the UK at the end of January and by the end of February the first British citizen dies on board a cruise ship. The first death from COVID-19 within the UK is confirmed on 5th March and a rapid spread of the virus throughout the country during March results in the Prime Minister announcing that the country was going into lockdown from the 23rd March to prevent further spread of the coronavirus.

Engineering Function – delivery of duties during Covid 19

The majority of office based staff within the authority were requested to work from home, using either their own IT equipment or that provided by the Council, with access to secure Council systems being facilitated via an authenticator application that added an additional layer of security.

The Building Cleaning function was reprioritised to a priority 1 service and staff and managers ensured that public buildings that needed to remain open to the public; crematorium and Market Hall (to feed the Nation) and the Town Hall for staff still working from the office were cleaned. Whilst the Council retained a sufficient stock of cleaning materials, including sanitisers, it became an issue to source materials to replenish stock levels to meet an on-going increase in demand for an enhanced service requirement and specification.

All car parks were kept open and provision to park free of charge made available to Key Workers. The Riversway staff continued to undertake their duties from site, maintaining the assets and structures at Riversway and Aids to Navigation along the river.

As an operational service, the majority of staff continued to carry-out their duties from their usual place of work, although some office based staff also undertook duties to contact residents who had been identified as vulnerable or shielding, to ensure that their physical, medical and mental health needs were being met.

Some home visits have been required (mainly around flooding issues) and site meetings are necessary when discussing works with contractors. Otherwise, the majority of contact with the public, internal colleagues and external organisations has been maintained by telephone or through video conferencing and this remains the case for the majority of situations.

Report by the Urban Parking Task and Finish Group

The advent of the coronavirus and the measures taken to mitigate its spread has resulted in a watershed moment. The need for many people to travel to and for work has reduced significantly and the way that people who still travel for work has changed. The longer term impacts from the pandemic may have a positive impact upon urban parking.

The final draft of the Urban Parking Work Plan Study acknowledges these potential impacts arising from the pandemic and delivery of the report's recommendations may also be impacted, but these can be reviewed once the report is published and actioned.

R Rees

14 October 2020