

MEETING	THE ANNUAL COUNCIL
DATE	12 MAY 2011
PURPOSE	Response to Notice of Motion
AUTHOR	Head of Regulatory
PORTFOLIO LEADER	Councillor W Gareth Roberts

Response to a Notice of Motion

In 2007, Gwynedd Council took statutory responsibility for parking enforcement within the County. As part of the discussions leading up to this, initial work was undertaken on the advantages of resident parking schemes.

After the new arrangements stabilised and further comments were received, the Environment Scrutiny Committee resolved to establish a working group. One of the tasks given to the Working Group was to scrutinise the arrangements for resident parking pilot schemes.

The Working Group agreed on areas to be considered, based on a business case that included considering the prices of parking permits. A report summarising their findings and recommendations was submitted to the Environment Scrutiny Committee on 1 October 2009.

One of the basic principles of the scheme approved by the Scrutiny Committee was that the schemes needed to be financially self-sufficient. In an attempt to achieve this, the costs of the permits were initially set at £50 for the first vehicle and £80 for the second vehicle (should space be available). The Committee accepted that the schemes would run at a loss over the pilot period and although this would not be sustainable in the long-term, that this was a price worth paying in the short-term in order to test the adopted model.

Based on the determined cost, it was anticipated that a large scheme, e.g. Hiraal area, would take between 4 and 5 years to become self-sufficient, and that small schemes, such as Aran Road, Dolgellau, would take 10 years to become self-sufficient. By co-ordinating the management and administration of the small schemes with the larger schemes, the repayment period could be shortened. However, failure to obtain support to establishing larger schemes means that this option is not available to the Council at present.

Of the schemes considered to date, local communities have supported schemes in Aran Road/ Springfield Street, Dolgellau and in Lower Ala Road / Upper Ala Road, Pwllheli. The schemes in Hiraal, Bangor and in William Street, Caernarfon have been refused. The schemes were refused for many reasons including, lack of interest in the scheme, the scheme does not guarantee a parking space outside the house, enforcement required all day and of course, the cost of the parking permits. Although many observations on parking obstructions were expressed to councillors in order to promote the work of considering resident parking schemes, it does not appear that the local residents consider that attempting to find a solution to the problem justifies an investment of £50 per annum. Some residents have expressed that it was a

wish, rather than a real need, for parking management in the streets in question that was behind the initial enquiries.

Should the Council wish to establish lower-cost schemes, then the resources for the initial investment would have to be identified from the existing management and maintenance budgets, and also, annual revenue amounts would need to be identified in order to run the schemes. In relation to large schemes such as Hiraal, based on 2009 prices, a one-off investment of approximately £21k would be required initially, and subsequently approximately £13k per annum would be required for the administration of the scheme. The cost of providing administration through the Parking Unit and Contact Centre would be additional to this for each individual scheme with the initial cost varying from area to area based on the size and complexity of the orders, signage and required street improvements.

The Department will monitor the success of the plans in place with local members and residents and will continue to work with members in an attempt to identify other areas where resident parking schemes could be beneficial in terms of effective traffic and parking management.