

# **Western and Southern Area Planning Committee**

## **8 April 2021**

### **Park District area residents parking permit zones A and C**

#### **For Decision**

**Portfolio Holder:** Cllr R Bryan, Highways, Travel and Environment

**Local Councillor(s):** Cllr Jon Orrell

**Executive Director:** J Sellgren, Executive Director of Place

Report Author: Elizabeth Murray

Title: Strategic Parking Project Manager

Tel: 01305 221813

Email: elizabeth.murray@dorsetcouncil.gov.uk

**Report Status:** Public

**Recommendation:** That having considered the representations received, in response to public advertisement, that the Committee be recommended to support the proposed changes to the Park District area residents parking permit zones A and C as follows:

- i) That establishments within the Zones A & C areas of Weymouth identified as Hotels, Guest Houses, Holiday Homes and Air B & B's be provided with a like for like allocation of permits (should they wish to purchase them) for the Swannery Car Park. Guests visiting these establishments will still be able to park outside the property to drop off their luggage and check-in before receiving a permit and re-positioning their vehicle into the Swannery Car Park.
- ii) That all residential establishments be restricted to a maximum of 2 permits per household. All units in Houses of multiple occupation (HMOs) would need to be considered individually for the purpose of allocation.
- iii) That residential properties with private driveways be excluded from the scheme or set at a maximum of one, subject to point ii) being agreed.

- iv) That the one-hour maximum wait is confined only to the periods between 9am – 6pm, thereby allowing visitors to businesses to continue, with residents only and no one-hour wait between the hours of 6pm and 9am.

**Reason for Recommendation:** To increase available parking spaces for residents who live in the Park District resident parking permit zones A and C area. It is considered that the benefits of the scheme outweigh the potential impacts on local businesses, from continuing with 1-hour wait bays and providing car parking for holiday accommodation guests at the Swannery Car Park at no extra cost.

## 1. Executive Summary

- 1.1 The Park District is an area with a high-density of properties on narrow streets. It is also close to shops, the beach and the train station. Although the area has residents permits, due to the quantity of residents and businesses versus the number of spaces, there is insufficient parking spaces for all who live and have businesses in the area.
- 1.2 Research and a public consultation were undertaken to provide recommendations to the Portfolio Holder for Highways, Travel and Environment. These were approved in August 2020.
- 1.3 The proposals and changes to the TRO were requested by local ward member Councillor Jon Orrell and have his full support.
- 1.4 Following the advertisement of a Public Notice in January 2021, there were 17 objections and 7 comments represented. To make the necessary TRO changes this report considers the representations received and whether the proposed TRO changes should be implemented as advertised (see Appendix A).

## 2. Financial Implications

The cost of making the Order is estimated at £1500 inclusive of advertising charges and signage.

## 3. Well-being and Health Implications

In an area of high social deprivation, allowing residents a greater chance of being able to park closer to their homes may have a positive impact on their general well-being.

## 4. Climate implications

Although any direct impacts on climate are difficult to measure the completed scheme will provide more parking spaces, which will lead to less cars circulating to find parking spaces in the Park District area which would reduce emissions.

## **5. Other Implications**

N/A

## **6. Risk Assessment**

Having considered the risks associated with this decision, the level of risk has been identified as:

Current Risk: Low

Residual Risk: Low

## **7. Equalities Impact Assessment**

A full Equality Impact Assessment was not required as the change covers all residents, businesses and visitors in the Park District area. The purpose of the policy is to improve availability of parking for all who need it; hence no individual protected characteristic is adversely affected. The Blue Badge and Carer Permit schemes are not affected by this change.

## **8. Appendices**

Appendix A – Public Notice

Appendix B – Resident Permit zones A and C

Appendix C – Petition: Review of Permit Allocations Policy

Appendix D – Consultation Report

Appendix E – Portfolio Holder Recommendation Report

Appendix F – Table, Breakdown of Representations

## **9. Background Papers**

## **1. Background**

Resident Permit zones A and C are in central Weymouth, form a triangle between the seafront and the station; the area is known locally as Park District of Weymouth. The area is mainly made up of Victorian streets and houses - which are privately owned, rented and a large number have been converted to Bed and Breakfasts/Hotels – thus the demand for parking is extremely high.

The Parking Services Manager and team receive a high quantity of complaints compared to other areas across Dorset regarding the difficulty in finding available parking spaces in these zones usually from residents.

To find the best solutions to the parking issue Parking Services undertook an audit and an informal public consultation. An audit of parking spaces was undertaken in the zones A and C area of the Park District. This was done to ascertain the true extent of the problem. The consultation was to understand how residents, businesses, hotel/guesthouses and other stakeholders feel about potentially changing the Residents Parking Permit allocation with the intention of making the parking scheme more effective and alleviate the strain on parking in the area.

### **1.1 Audit on parking spaces**

At the time of the audit the results are as follows:

Zone	Resident Permits	Hotel/Guest House Permits	Business Permits	All Permits	Spaces Available
A&C	525	147	26	698	526
Average Visitor's permit/day	30	0	N/A	30	N/A
Total	555	147	26	718	526

These conclusions reinforced the local concerns and regular complaints that there were more permits in circulation than spaces available.

Neither the existing policy which determines the allocation of permits, or the Traffic Regulation Order prevented the parking services team from being able to restrict the sale of permits which causes difficulties for people living in the area.

Parking Services are unable to stop selling permits to residents as it would penalise residents in the future trying to sell their properties by having no on-street parking.

## **1.2 Informal Public Consultation**

A consultation looking at possible solutions was undertaken in December 2019. The consultation period lasted for 6 weeks and consisted of an online or paper questionnaire and three drop-in sessions at the local community centre.

Two hundred and seventy-three (273) responses were received:

- 81% from residents
- 7% from businesses
- 12.5% from guest house/hotel owners

A full report of the public consultation can be seen in Appendix D.

## **2. Options considered**

There were a number of recommendations that were received and considered from different bodies:

The Petitions Committee:

- The business/hotel permit should be made available at an enhanced cost, but with parking permitted only in the town centre car parks and not in the residential areas
- The number of permits per household would not be restricted but subject to a sliding scale of increased charges for each subsequent car attached to that particular household

The Petitioners:

- Parking permits for Hotels and Guesthouse be made available only for the Park and Ride site and not for the A & C Zone permit area

Other recommendations considered:

- Increase the cost of permits
- Restricting permits to 1 per household
- Removing the one-hour parking permitted during the day

Although there were a number of individual suggestions and ideas received, there were no viable proposals put forward which were widely supported by the respondents or which realistically addressed the fundamental imbalance between the availability of parking spaces and the eligibility criteria for obtaining permits.

Looking at the wider picture for that part of the community, the recommendations that were therefore sent for approval to Cllr Ray Bryan (portfolio holder for Highways, Travel and Environment) were:

- v) That establishments within the Zones A & C areas of Weymouth identified as Hotels, Guest Houses, Holiday Homes and Air B & B's be provided with a like for

like allocation of permits (should they wish to purchase them) for the Swannery Car Park. Guests visiting these establishments will still be able to park outside the property to drop off their luggage and check-in before receiving a permit and re-positioning their vehicle into the Swannery Car Park.

- vi) That all residential establishments be restricted to a maximum of 2 permits per household. All units in Houses of multiple occupation (HMOs) would need to be considered individually for the purpose of allocation.
- vii) That residential properties with private driveways be excluded from the scheme or set at a maximum of one, subject to point ii) being agreed.
- viii) That the one-hour maximum wait is confined only to the periods between 9am – 6pm, thereby allowing visitors to businesses to continue, with residents only and no one-hour wait between the hours of 6pm and 9am.

These recommendations were put forward as they give priority to residents over people that are visiting. Visitors will be able to park (after unloading) within 5 - 10 minutes walking distance in the 924-space flat level Swannery Car Park (which has lighting and CCTV), this also utilises an under occupied Dorset Council car park which is rarely occupied at 100% levels.

Priority has to be given to keeping the narrow streets accessible for emergency vehicles and making use of nearby under-utilised off-street parking at no additional cost, and this is consistent with parking industry values and objectives.

To mitigate the impact of this change on accommodation businesses it was decided by Parking Services Manager that current permits for Hotels/Guest Houses would be honoured as valid to park on the street until the point of renewal and that there would be no increase in the cost of the permit at this stage. This would therefore give those establishments a reasonable period of time to update their websites to reflect the new changes for visitors.

Proprietors of hotel/guest house establishments who also live on site are not penalised in that they can still apply for up to two resident permits for their own registered vehicles to park on-street in the A & C zone thereby affording them the same facility as other residents.

The impact of COVID-19 has been considered on the recommendations that were put forward. It is felt that it is even more important for residents to be able to park closer to home, and particularly for those who are having to shield or who work unsociable hours in the Health-Care sector to have a better chance of finding somewhere to park when they return home. There is no significant impact on the ‘visitor accommodation’ sector as the Swannery offer means that parking is more readily available for visitors.

As with any changes, there needs to be a further period of evaluation to measure the impact on the area to determine whether the measures have improved the situation or

whether more stringent restrictions on permit allocation need to be introduced at a later date.

### **3. TRO Public Consultation - Response to Objections and Comments**

- 3.3.1 In January 2021, the proposals were advertised in the local press for a statutory period of 21 days. Street notices were also erected on-site.
- 3.3.2 Following the advertisement period, a total of 24 representations were received. This breaks down to 7 representations making general comments and 17 relating to specific objections.
- 3.3.3 A table showing the form of the comments and objections is included as Appendix F. It should be noted that the single referenced objections were made by one individual.
- 3.3.4 Each of the objections raised as part of the TRO public consultation can be seen in the table below.

<b>Respondent and Address</b>	<b>Summary of Response</b>	<b>Officer Comment</b>
Self-catering holiday let owner, Zone A	Objects to the proposals as feels that it will cause damage to business/loss of custom	Provision has been made for guests The Swannery car park at no extra cost. This will stop guests circulating the Park District area looking for available parking, which is a better offer for guests and more likely to guarantee a space.
Self-catering holiday let owner, Zone A	Objects to the proposals as feels there is a risk to vehicles parked in The Swannery car park	The Swannery car park has CCTV. There have been 2 car crimes committed in the area surrounding the car park in the last 6 months, none in the car park itself <sup>1</sup> .
Self-catering holiday let owner, Zone A	Objects to the proposals as feels there is a risk in Swannery car park due to 'Boy racers'	'Boy racers' race in areas that are quiet, with the increase in cars in the Swannery car park it will make it an unsuitable space for racing.
Self-catering holiday let owner, Zone A	Objects to the proposals as concerned about the image of Weymouth due to travellers in Swannery car park	The Swannery car park is protected against traveller inhabitation by the relevant parking order; hence there is a legal mandate for the local authority to initial their removal.
Self-catering holiday let owner, Zone A	Objects to the proposals as concerned about the image of Weymouth with having Covid testing in Swannery car park	Due to Covid-19 being a global pandemic, it is not felt that this would deter visitors. Also, it is not something that will remain indefinitely, but will

---

<sup>1</sup> Source: [Park Smart \(co-opinsurance.co.uk\)](http://Park Smart (co-opinsurance.co.uk))

		close when the resource is no longer required.
Combined representation from 14 guest houses, Zone A	Objects to the proposals as feels The Swannery is not suitable, business will be disproportionately and adversely affected	Provision has been made for guests The Swannery car park at no extra cost. All holiday accommodation is affected by this change, so guesthouses will not be at any further disadvantage than other holiday accommodations.
Combined representation from 14 guest houses, Zone A	Objects to the proposals as the amendment order does not refer to self-catering holiday accommodation and Airbnb's	The term Guest House and Hotels as referred to in the TRO, also covers self-catering holiday accommodation and Airbnb's.
Combined representation from 14 guest houses, Zone A	Objects to the proposals as the amendment order does not refer to change in the quantity of permits residents' establishments can purchase i.e. 2 per household and none if property has a driveway.	The reason for the restriction is to limit the number of permits per household to relieve the pressure of the on-street parking and if approved, the operational policy will be amended and the TRO update to reflect this.
Combined representation from 14 guest houses, Zone A	Objects to the proposals as feels that the walk to the Swannery is too far for guests	Visitors with Blue Badges are still able to park in zones A and C. Visitors can park to drop luggage and check-in. The walk from the Swannery to the hotel at the furthest point of the Park District is 12 minutes.
Combined representation from 14 guest houses, Zone A and Resident, Brownlow Street, Weymouth	Objects to the proposals as feels that there will be extra traffic caused by guests going to the holiday accommodation property and then onwards to The Swannery	The Swannery car park solution will stop guests circulating the Park District area looking for available parking, hence should reduce traffic.
Combined representation from 14 guest houses, Zone A	Objects to the proposals as has concerns that The Swannery car park will be full	The Swannery car park was picked as the optimum parking facility due to the fact that it is very rarely full and provides a far better likelihood of a guest getting a space than the A and C zone.
Combined representation from 14 guest houses, Zone A	Objects to the proposals as has concerns that there will be a rise in displacement to residential roads	Due to guests being given parking in a car park, the risk of displacement is low.
Combined representation from 14 guest houses, Zone A	Objects to the proposals as feels it is unsafe for guests to walk from The Swannery to guesthouse due to local crime	There are a number projects being done by Dorset Council and partners to improve the area around Weymouth station.
Combined representation from 14 guest houses, Zone A	Objects to the proposals as has concerns that there will be a lack of parking in Weymouth car parks if The Swannery is used for guests	There is a further 17 car parks in Weymouth that visitors to Weymouth can use.

Combined representation from 14 guest houses, Zone A	Objects to the proposals as believe that there was a delay in adding the documents and details to object, has led to the area's belief that they are unable to object	Details of how-to object were on the Notices that were displayed in zones A and C area and advertised in the local press on 7 <sup>th</sup> January. Contact details were also given.
Combined representation from 14 guest houses, Zone A	Cllr Orell and Paul Hutton suggested that decision is made, Notices suggest that objections will be considered	As per legal Notices, this is a proposal and objections are being considered.

#### 4. Conclusion

The Park District area residents' permit zones A and C do not have enough spaces compared to the quantity that are able to be issued under the current TRO. Having undertaken a public consultation and having reviewed the options available, there are four amendments to the TRO that it is asked of the committee to support so that priority for local parking is given to residents and guesthouse/hotel visitors are given a permit for The Swannery car park.

**Footnote:** Issues relating to financial, legal, environmental, economic and equalities implications have been considered and any information relevant to the decision is included within the report.

## **Appendices**

### **Appendix A - Public Notice**

#### **THE BOROUGH OF WEYMOUTH AND PORTLAND (WAITING RESTRICTIONS) (CONSOLIDATION) (AMENDMENT No. ) ORDER 202'**

Notice is hereby given that Dorset Council proposes to make the above-named Order under the Road Traffic Regulation Act 1984.

The effect of the Order is to amend the conditions and locations of use for Permits in the Park District Resident Parking Zones and are as follows:

- 1. Shared Use with non-permit holders will operate in Zones A and between 9am and 6pm with a maximum stay for non-permit holders of 1 hour with no return for 1 hour.**
- 2. Resident Permits use only will apply between 6pm and 9am for Zone A and C.**
- 3. Hotels and Guest House Permits will be eligible 24hours in Swannery Car Park.**

Due to the current Covid-19 situation, it is not possible for Dorset Council to have documents on deposit for people to view at County Hall. If you would like further information, please contact us by emailing [Regulation-TRO@dorsetcc.gov.uk](mailto:Regulation-TRO@dorsetcc.gov.uk) or by calling us on 01305 221000; please ask for the Traffic Regulation Team. We will be happy to discuss this proposal and can send documents if required.

Details can also be found on the Dorset Council's website at:-  
[www.dorsetcouncil.gov.uk/trafficregulationorders](http://www.dorsetcouncil.gov.uk/trafficregulationorders)

Should you wish to make any observations on this proposal (whether you support or object to the proposal) you can submit these on the website or in writing to Traffic Regulation Order Team, Dorset Council, Colliton Park, Dorchester, Dorset DT1 1XJ by 29 January 2021. Any objections must specify the grounds on which they are made. Responses will be made available for public inspection.

Dated: 7 January 2021

John Sellgren

## Appendix B - Resident Permit zones A and C



## **Appendix C – Petition: Review of Permit Allocations Policy**

The residents of the Park Area who hold parking permits believe that the existing residents' permit policy is out of date and not fit for purpose in 2018.

There is an imbalance between the availability of spaces and the number of eligible permit applicants.

The Park Centre organises a questionnaire on this issue and called at every house in the areas, collecting signed returns from 163 residents and 5 returns online.

Between the months of June, July, August and September, many residents do not go out after 5pm and weekends as there is additional pressure on available spaces from holidaymakers and family visitors. Parking after this time is only available in non-permitted areas away from homes and necessitates a long walk back home, often with bags, buggies etc. Older residents, disabled residents, young families, and people employed during non-sociable hours including many hospital workers are particularly affected by this problem. They are unable to park in the permitted areas they pay for.

This obviously impacts upon social life and many reported that they feel trapped throughout the summer and many weekends. People who have lived here for many years talk of wanting to move after years of loving the area.

### **Issues frequently discussed on the doorstep**

- More cars parking in the area originating from sea front hotels and guest houses
- Insufficient numbers of Parking Enforcement Officers
- Multi occupancy flats taking the place of B&B's and increasing the number of cars requiring parking spaces
- MiPermit. Unavailable by phone on weekends. Difficulty obtaining refunds for pre-booked visitor permits and no parking places on arrival
- Use of car parks for permit holders free of charge if no roadside spaces available
- One hour wait. Discussed but a majority of residents felt it was a necessity
- Permits restricted to two per household

**We therefore request a Policy Review to look at:**

- Seafront hotels to incorporate use of the Park and Ride scheme. Permits only allocated to visitors unable to access this scheme
- B&B's to incorporate use of the Park and Ride scheme. Permits only allocated to visitors unable to access this scheme
- Parking Enforcement Officers. To enable better coverage, could residential parking officers and car park officers in the same area, work together and deploy numbers more effectively
- MiPermit is working to the outdated 2012 policy. A review needed to include better telephone services.
- Permits restricted to two per household
- Visitor parking to be restricted
- The one hour waiting rule to be abolished
- Better use made of overnight parking in main car parks

We appreciate the new Unitary authority is most likely to take over this matter but a policy review on car parking in our area is an issue of real concern to the residents.

## **Appendix D – Consultation Report**



# **Park District Residents' Parking Permit Consultation**

# **Consultation Response Report**

**Produced by Mark Simons  
Consultation Officer  
for Dorset Council**

**January 2020**

## Park District Residents' Parking Permit Consultation -

### Consultation Response Report

What was the consultation about?	<p>On 11 January 2019, residents from the Park District Community Forum presented a petition to the Council's Petitions Committee. The purpose of the petition was to ask for a review of the Residents' Parking Permit Policy specifically affecting the area known locally as the Park District of Weymouth.</p> <p>The Petitions Committee felt that there two specific aspects to the policy which could be introduced to try and alleviate the strain on parking and were supportive of a review:</p> <ol style="list-style-type: none"><li>1. The business/hotel permit should be made available at an enhanced cost, but with parking permitted only in the Town Centre Car Parks and not in the residential areas.</li><li>2. The number of permits per household would not be restricted but subject to a sliding scale of increased charges for each subsequent car attached to that particular household.</li></ol> <p>It was proposed to consult with the local Community and other key stakeholders for a period of no less than 6 weeks on these two particular issues, and other general suggestions.</p> <p>For the purposes of this consultation, the roads included are Zones A, C and (A &amp; C). It does not at this stage include Zones B, F, G, H and L but this does not prevent comment from residents living in this area.</p> <p>The main aim was to understand how residents, businesses, hotel/guesthouses and other stakeholders feel about potentially changing the Residents Parking Permit allocation with the intention of making the parking scheme more effective and alleviate the strain on parking in the area.</p>
Over what period did the consultation run?	The consultation ran commenced 7 October and ran for six weeks ending 18 November 2019.
What consultation methods were used?	The consultation was available both electronically and in paper form from the parking services team. The consultation was promoted widely through both the local press, social media. Three drop-in sessions were held locally.
How many responses were received overall?	273 overall responses were received. 81% of responses were from residents, 7%

	from businesses. And 12.5% from guest house/hotel owners.
How representative is the response to the wider population?	The response size is good for a consultation of this type with 273 responses.
Where will the results be published?	Results will be published on the council's website <a href="http://www.dorsetcouncil.gov.uk">www.dorsetcouncil.gov.uk</a>
How will the results be used?	The results will be used to guide councillors' decision making when considering revisions to the Park District Residents Parking permit scheme.
Who has produced this report?	Mark Simons, Consultation Manager Dorset Council January 2020.

**Analysis Method:** Questions were considered on an individual basis. Overall responses were examined. The main method of analysis was looking at the percentage of respondents who expressed a view on each question. For some questions the percentage strongly supporting and supporting are calculated. If using “net agreement” those opposing and strongly opposing are also recorded. One is taken from the other giving a net agreement figure. This could be positive or negative. A figure of zero would mean an equal number of people supported and opposed a statement.

For each open question the text comments have been studied and coded depending on what issues were raised. The coded comments are then reported on based on the amount of times those individual issues have been raised. Total redacted comments are provided in an appendix. Note: some figures may not sum due to rounding.

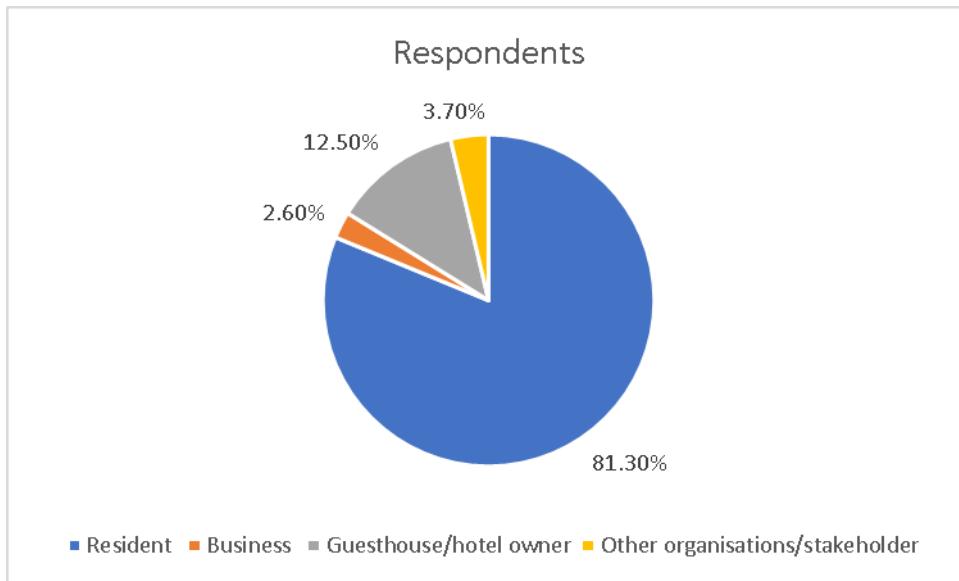
## About respondents

273 overall responses were received.

### Q Are you responding as:

#### Respondents:

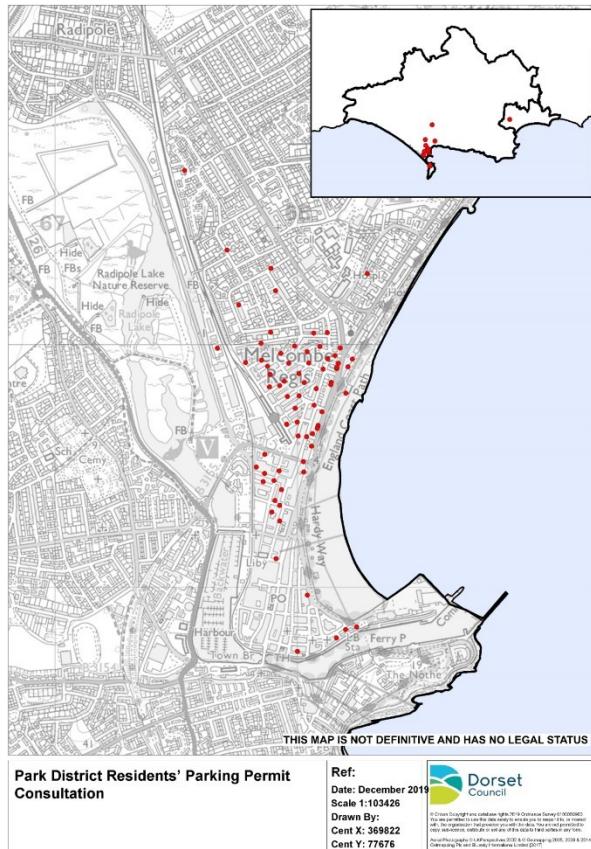
	% of all respondents	Number
Resident	81.3%	222
Business	2.6%	7
Guesthouse/hotel owner	12.5%	34
Other organisations/stakeholder	3.7%	10



## Residents Zone A and C - plan



**Responses** The question asked for the postcodes of all respondents - shown below (note: a number of responses may have come from a single postcode).



**Q** The survey asked residents “Do you hold a current permit, if so for which zone?”

	% of all respondents	Number
<b>Zone A, Zone C or Zone (A&amp;C)</b>	<b>69%</b>	<b>152</b>
<b>Zone B,F,G,H and L</b>	<b>8%</b>	<b>18</b>
<b>No current permit</b>	<b>22%</b>	<b>49</b>

As the table above shows 219 responded to this question which was asked to residents. 78% of the residents responding already had permit for a parking zone, with the vast majority having a permit for zones A, Zone C or Zones (A&C). Interestingly one in five people responding were not currently permit holders.

**Q** The survey asked residents “**How many vehicles are there in your household?**”

As the table below shows over 90% of residents had one or two cars in their household. Only 5% had three or more. Four percent of the respondents did not own a car. Virtually two thirds of the respondents had only one car.

Number of vehicles	%	Number
0	4%	9
1	64%	139
2	27%	58
3	3%	7
4 or more	2%	4

**Q** The survey asked residents “**Do you hold a blue badge?**”

Blue badge holder	%	Number
Yes	18%	38
No	82%	175

There were responses from 38 blue badge holders. 70% of them have one car. The majority of blue badge holders with a permit responding hold permits for zone A or zone (A&C).

### **Guest Houses/ Hotels**

There were 34 responses from guest houses/hotels. They currently had permits covering a range of zones but 73% were for zone A or A & C.

## Main questions

**Q** The survey asked, “Should hotels and guest houses be excluded from the scheme but given access to nearby car parks instead at a similar cost to the existing resident permit?”

### Overall

Should hotels and guest houses be excluded from the scheme but given access to nearby car parks instead at a similar cost to the existing resident permit? <b>Overall Responses</b>	%	Number
<b>Yes</b>	<b>74%</b>	<b>200</b>
<b>No</b>	<b>22%</b>	<b>59</b>
<b>Don't know</b>	<b>4%</b>	<b>11</b>

### Residents

Should hotels and guest houses be excluded from the scheme but given access to nearby car parks instead at a similar cost to the existing resident permit? <b>Residents</b>	%	Number
<b>Yes</b>	<b>85%</b>	<b>187</b>
<b>No</b>	<b>11%</b>	<b>24</b>
<b>Don't know</b>	<b>4%</b>	<b>9</b>

### Guesthouses/hotels

Should hotels and guest houses be excluded from the scheme but given access to nearby car parks instead at a similar cost to the existing resident permit? <b>Guesthouse/Hotel</b>	%	Number
<b>Yes</b>	<b>15%</b>	<b>5</b>
<b>No</b>	<b>80%</b>	<b>27</b>
<b>Don't know</b>	<b>6%</b>	<b>2</b>

As the tables and charts above show, whilst overall there is strong support for giving hotels access to nearby car parks instead of existing resident permits it is very polarised based on whether they were residents or hotels/guesthouses. 85% of residents thought this was a good idea and 80% of hotels thought it wasn't a good idea.

Businesses were more mixed in their response with 43% in favour of hotels/guesthouses using the car parks and 57% against.

Disabled respondents were more enthusiastic on the hotels/guesthouses using the car parks with 83% in favour and 14% against.

**Q** The survey asked “**Should there be a restriction on the number of permits per vehicle per household?**”

### Overall

Should there be a restriction on the number of permits per vehicle per household?” <b>Overall</b>	%	Number
<b>Yes</b>	<b>73%</b>	<b>196</b>
<b>No</b>	<b>21%</b>	<b>21</b>
<b>Don’t know</b>	<b>7%</b>	<b>18</b>

### Residents

Should there be a restriction on the number of permits per vehicle per household?” <b>Residents</b>	%	Number
<b>Yes</b>	<b>71%</b>	<b>156</b>
<b>No</b>	<b>23%</b>	<b>51</b>
<b>Don’t know</b>	<b>6%</b>	<b>13</b>

### Hotels/Guesthouses

Should there be a restriction on the number of permits per vehicle per household?” <b>Hotels/Guesthouses</b>	%	Number
<b>Yes</b>	<b>74%</b>	<b>25</b>
<b>No</b>	<b>12%</b>	<b>4</b>
<b>Don’t know</b>	<b>15%</b>	<b>5</b>

### Disabled

Should there be a restriction on the number of permits per vehicle per household?” <b>Disabled</b>	%	Number
<b>Yes</b>	<b>62%</b>	<b>18</b>
<b>No</b>	<b>31%</b>	<b>9</b>
<b>Don’t know</b>	<b>7%</b>	<b>2</b>

As all the tables and charts above show there is relatively consistent agreement that the numbers of permits should be restricted per household. Overall the support was as high as 73%, with 74% support from guesthouse/hotels and 71% from residents. Support from disabled residents was slightly lower at 62%.

**Q** The survey asked respondents who favoured a restriction “**How many permits should they be restricted to?**”

The number of permits (Overall)	%	Number
1	26%	51
2	63%	123
3	9%	18
4 or more	2%	3

The number of permits (Residents)	%	Number
1	27%	41
2	65%	100
3	8%	13
4 or more	1%	1

The number of permits (Hotels/Guesthouses)	%	Number
1	20%	5
2	52%	13
3	20%	5
4 or more	8%	2

Again, there is a lot of consistency amongst responses on the number of permits people felt were appropriate per household. As the tables show overall around a quarter felt that one permit was sufficient whereas nearly two thirds felt 2 was appropriate. This means around 90% believed a maximum of 2 permits was a reasonable amount. The response from hotels/guesthouses was similar to that of residents, as was that of businesses and also the disabled. However, hotels/guesthouses gave more support to having 3 or 4 permits than the others.

Interestingly the higher the number of cars in the household did not appear to drive a higher demand for permits per household.

**Q** The survey asked respondents “**Should there be an increase in cost to each permit for additional vehicles per household from 2 upwards?**”

Should there be an increase in cost to each permit for additional vehicles per household from 2 upwards	%	Number
<b>Yes</b>	<b>68%</b>	<b>180</b>
<b>No</b>	<b>26%</b>	<b>69</b>
<b>Don't know</b>	<b>6%</b>	<b>16</b>

As the table above shows overall two thirds of the respondents supported an increase in cost for additional vehicle permits for households from two upwards. This is very similar to the response from residents. As one might expect guesthouses/hotels were less enthusiastic as they hold more permits than householders so would be more affected by any increase. Regardless of this 47% still supported an increase against 38% who opposed it. The only outlier in the responses was businesses with 100% supporting and none opposing. However, the overall number of responses from business was very limited.

**Q** The survey asked respondents “**Should houses which have a private driveway be excluded from the permit scheme?**”

Should houses which have a private driveway be excluded from the permit scheme? (overall)	%	Number
<b>Yes</b>	<b>77%</b>	<b>204</b>
<b>No</b>	<b>17%</b>	<b>44</b>
<b>Don't know</b>	<b>7%</b>	<b>18</b>

As the table shows three quarters support excluding houses with a private driveway from the permit scheme. Support for this suggestion was consistent through all groups, with support varying between 70 and 80%.

**Q** The survey asked respondents “**Should there be a cheaper permit tariff for low emission vehicles?**”

Should there be a cheaper permit tariff for low emission vehicles (overall)	%	Number
<b>Yes</b>	<b>23%</b>	<b>62</b>
<b>No</b>	<b>72%</b>	<b>192</b>
<b>Don't know</b>	<b>5%</b>	<b>13</b>

As the table shows there was limited support for providing cheaper permits for low emission vehicles. The lowest support was from guest houses/hotels (9%) and the highest from disabled respondents (36%). Only a quarter of residents supported the idea of a cheaper permit tariff for low emission vehicles.

**Q** The survey asked respondents “**Should there be a surcharge on permits for all diesel vehicles?**”

Should there be a surcharge on permits for all diesel vehicles (overall)	%	Number
Yes	12%	31
No	81%	219
Don't know	7%	19

As the table shows there was very limited support for surcharging diesel vehicles. Both residents and guesthouses/hotels opposed the idea, with nine out of ten against it. Businesses were less opposed to the idea (but the response rate was low in this group). Disabled respondents were two thirds against the suggestion.

**Q** The survey asked respondents “**Should there be a restriction on the number of visitor permits per annum (currently 100)?**”

Should there be a restriction on the number of visitor permits per annum (overall)	%	Number
Yes	53%	142
No	35%	93
Don't know	13%	34

As the table shows there was overall support for restricting the number of visitors permits which are currently set at 100. Residents (54% for /35% against) were more in support of the restriction than guesthouses/hotels (44% for and 38% against). However, 18% of guesthouses/hotels were not sure either way. 58% of businesses supported a restriction. Disabled respondents were quite evenly balanced in favour (41%) and against (52%). This was the only group against having a restriction and may possibly relate to them having more visitors which may be due to their disability. This may need further investigation.

**Q** The survey asked respondents “**if so, how many visitor permits?**

If so how many visitor permits	%	Number
<25	12%	14
25-49	38%	44
50-99	12%	14
100	38%	43
>100	2%	2

Whilst many people thought 100 visitor permits was a reasonable amount quite a few suggested lower numbers but only very few higher numbers. 50% of respondents suggested less than 50 would be a more appropriate amount of visitor permits.

**Q** The survey asked respondents “**Would you support the removal of the 1hr free parking (for the wider public) in the residents permit zone?”**

As the tables below show, there was general support for the removal of the 1hr free parking in the permit zone. However, the responses do still show significant opposition to the suggestion. The support varied between 68% from the guesthouses/hotels, to 58% from residents and 56% from disabled respondents. As one might expect there was opposition from businesses with 57% opposing the idea. However, the number of responses from businesses was very limited.

### Overall

(overall)	%	Number
Yes	57%	153
No	38%	102
Don't know	5%	12

### Residents

(residents)	%	Number
Yes	58%	125
No	39%	85
Don't know	3%	7

### Guesthouses/hotels

(Guesthouses/hotels)	%	Number
Yes	68%	23

No	24%	8
Don't know	9%	3

### Businesses

(Businesses)	%	Number
Yes	43%	3
No	57%	4
Don't know	9%	3

### Disabled

(Disabled)	%	Number
Yes	56%	15
No	37%	10
Don't know	7%	2

**Q** The survey asked respondents “Would you willing to pay extra for a permit which also allows you to park in a specific car park if your residents permit zone was full up?”

Again, there was some support for this proposal. Overall those saying yes or possibly to the idea was 56%. Support was higher from guesthouses/hotels (70%) than residents (54%). Support was highest from businesses at 72%. Disabled respondents were pretty evenly split between “possibly” and “no”.

### Overall

(overall)	%	Number
Yes	15%	40
Possibly, depends how much extra	41%	110
No	40%	106
Don't know	4%	10

### Residents

(residents)	%	Number
Yes	13%	28
Possibly, depends how much extra	41%	88
No	44%	95
Don't know	3%	6

### **Guesthouses/hotels**

(Guesthouses/hotels)	%	Number
<b>Yes</b>	<b>18%</b>	<b>6</b>
<b>Possibly, depends how much extra</b>	<b>52%</b>	<b>17</b>
<b>No</b>	<b>21%</b>	<b>7</b>
<b>Don't know</b>	<b>9%</b>	<b>3</b>

### **Businesses**

(Businesses)	%	Number
<b>Yes</b>	<b>29%</b>	<b>2</b>
<b>Possibly, depends how much extra</b>	<b>43%</b>	<b>3</b>
<b>No</b>	<b>14%</b>	<b>1</b>
<b>Don't know</b>	<b>14%</b>	<b>1</b>

### **Disabled**

(Disabled)	%	Number
<b>Yes</b>	<b>0%</b>	<b>0</b>
<b>Possibly, depends how much extra</b>	<b>50%</b>	<b>14</b>
<b>No</b>	<b>46%</b>	<b>13</b>
<b>Don't know</b>	<b>4%</b>	<b>1</b>

**Q** The survey asked respondents “**Should businesses within the A and C zones be included within the eligibility for a residents permit?**”

Overall there was some support for businesses being included in the residents permit scheme but it was unconvincing. Residents were slightly against the idea, whilst understandably both guesthouses/hotels and businesses supported the idea. Disabled respondents were generally against businesses getting residents permits.

### **Overall**

(overall)	%	Number
<b>Yes</b>	<b>47%</b>	<b>126</b>
<b>No</b>	<b>43%</b>	<b>114</b>
<b>Don't know</b>	<b>10%</b>	<b>27</b>

## Residents

(residents)	%	Number
<b>Yes</b>	<b>41%</b>	<b>89</b>
<b>No</b>	<b>49%</b>	<b>107</b>
<b>Don't know</b>	<b>10%</b>	<b>21</b>

## Guesthouses/hotels

(Guesthouses/hotels)	%	Number
<b>Yes</b>	<b>74%</b>	<b>25</b>
<b>No</b>	<b>12%</b>	<b>4</b>
<b>Don't know</b>	<b>15%</b>	<b>5</b>

## Businesses

(Businesses)	%	Number
<b>Yes</b>	<b>86%</b>	<b>6</b>
<b>No</b>	<b>14%</b>	<b>1</b>
<b>Don't know</b>	<b>0%</b>	<b>0</b>

## Disabled

(Disabled)	%	Number
<b>Yes</b>	<b>32%</b>	<b>9</b>
<b>No</b>	<b>57%</b>	<b>16</b>
<b>Don't know</b>	<b>11%</b>	<b>3</b>

## Comments

The comments have been analysed not only as a whole but also by respondent types. The first table is the overall responses. The tables following are for individual respondent types.

Comments (Overall)	Number of mentions
Restrictions needed (too many permits per household, unfair allocation)	77
Marked bays (to stop inconsiderate parking)	48
More traffic wardens needed	46
Permits should include use of car parks	42
Too many commercial vehicles/large vehicles (taxis, vans, motorhomes)	28
Summertime bad	24
Paper/visible permits needed	22

Disabled/elderly can't walk far - more disabled bays	21
HMOs/flats/Airbnb	18
Keep 1 hour time limit/keep but restrict	15
Other	15
Holiday makers park and leave their cars for the duration	13
Get rid of 1 hour time limit	11
Taking away permits will harm businesses	11
Problems started when large hotels were included in the scheme/ zones A and C merged	7
Other solution - land near to station to be turned into car park	3
Too many cars	3
Not businesses fault	1
Volunteers	1
What about service providers (care workers, mobile foot care etc)	1

It is very clear from the comments that people feel there are too many permits for the number of spaces available. How they are allocated is mentioned quite regularly as well. Also, inconsiderate parking annoys residents as precious spaces are wasted. Enforcement is also a regularly raised issue raised by respondents.

Comments (Residents)	Number of mentions
Restrictions needed (too many permits per household, unfair allocation)	61
More traffic wardens needed	42
Marked bays (to stop inconsiderate parking)	37
Permits should include use of car parks	33
Too many commercial vehicles/large vehicles (taxis, vans, motorhomes)	27
Paper/visible permits needed	21
Summertime bad	18
Disabled/elderly can't walk far - more disabled bays	15
Keep 1 hour time limit/keep but restrict	15
Other	15
Holiday makers park and leave their cars for the duration	13
HMOs/flats/Airbnb	12
Get rid of 1 hour time limit	11

As residents made up the majority of respondents, the issues are similar to the overall issues. Many issues seem to revolve around enforcement, whether it is the lack of visible permits, poor parking or abuse of the 1hr slot. It does seem the issues are exacerbated in the summer months.

<b>Comments (Guest house/hotels)</b>	<b>Number of mentions</b>
Restrictions needed (too many permits per household, unfair allocation)	13
Taking away permits will harm businesses	8
Marked bays (to stop inconsiderate parking)	8
Problems started when large hotels were included in the scheme/ zones A and C merged	7
Disabled/elderly can't walk far	6
Summertime bad	6
HMOs/flats/Airbnb	6
Permits should include use of car parks	5
More traffic wardens needed	3
Too many cars	3
Other solution - land near to station to be turned into car park	3
Too many commercial vehicles/large vehicles (taxis, vans, motorhomes)	1

The comments from guest houses/hotels again focus on the number of permits issued and how they are allocated. There were concerns raised over the impact of any changes on their business.

<b>Comments (Businesses)</b>	<b>Number of mentions</b>
Restrictions needed (too many permits per household, unfair allocation)	2
Taking away permits will harm businesses	2
Not businesses fault	1
More traffic wardens needed	1
Paper/visible permits needed	1
Marked bays (to stop inconsiderate parking)	1
Permits should include use of car parks	1

The few responses from businesses suggest they feel any changes will harm their businesses whilst they feel the issues are not their fault.

Comments (Other organisations)	Number of mentions
Permits should include use of car parks	3
Marked bays (to stop inconsiderate parking)	2
What about service providers (care workers, mobile foot care etc)	1
Volunteers	1
Restrictions needed (too many permits per household, unfair allocation)	1
Taking away permits will harm businesses	1

## Organisational Responses

There were very few organisational responses. Weymouth and Portland Access Group specifically responded staying:

"The Access Group does not consider it appropriate to answer specific questions in the Consultation but we wish to take the opportunity to repeat concerns previously stated about The Park District and other areas of Weymouth, Portland, and Chickerell that, except in a few situations where there may be particular factors, car parking should not occur wholly or partially on footways, close to road junctions, traffic signals or pedestrian crossings, or in situations where the parked vehicle would obstruct a dropped kerb. Such parking can cause a hazard to pedestrians and is particularly harmful to the safety of children, to elderly people, and to people with disabilities. Additionally, parking should not cause the remaining available carriageway to be narrowed to the extent that emergency vehicles are unable to use a particular route."

## About You

### Age

The tables below show the profile of people taking part in the consultation. The consultation has attracted residents covering quite a wide age range. In Weymouth itself 24% of the population are aged 65+. In the survey responses only 20% were aged 65+. Overall, in Weymouth 60% of the population are aged 16-64. 75% of the responses came from people within this age bracket. 4% of respondents preferred not to disclose their age group.

	Under 18	18-24	25-34	35-44	45-54	55-64	65-and over	Prefer not to say
% of responses in age group	0%	2%	14%	14%	21%	24%	20%	4%

## Gender

The current profile of the residents of Weymouth show 49.4% male and 50.6% female. As the table below shows the responses were from a fairly typical cross section of the community.

	Male	Female	Prefer not to say
What is your gender?	43%	50%	8%

## Disability

13.7% of respondents considered they had a disability. This equates to 29 people. There is no overall figure for Weymouth. The data has been used when analysing the responses to the questions to see if people who have a disability had a different view to the majority on the key questions in the consultation.

	Yes	No	Prefer not to say
Do you consider yourself to be disabled as set out in the Equality Act, 2010?	14%	76%	12%

When looking at the specific disabilities the 35 people responding 18 said they had a physical disability 18 had a longstanding illness, 5 had a mental health condition, and 2 a sensory impairment.

## Ethnic Group

	What is your ethnic group?
White British	83.7%
White Irish	1.0%
Any other white background	2.9%
Mixed ethnic background	0.4%
Asian background	1.5%
Other ethnic group	1.0%
Prefer not to say	10.0%

The profile of residents in Weymouth & Portland overall show 94.9% are White British and 5.1% Black and Minority Ethnic (BME). From those who chose to answer this question 6.8% stated they were from a BME background and 83.7% white British.

## **Appendix E – Portfolio Holder Recommendation Report**

# **BRIEFHOLDER REPORT**

**February 2020**

### **1. Background to the Report**

1.1 The County Council's Petitions Scheme was adopted on 29 April 2010 and came into effect on 15 June 2010. The Scheme was subsequently updated by the County Council on 21 July 2016 and 15 February 2018.

1.2 If a petition is supported by 50 or more signatories, then it will be dealt with by a small customer focussed panel. If a petition is supported by 4,250 or more signatories, it will be scheduled for a debate at the next meeting of the full County Council.

### **2. Petition – Review of Permit Allocations Policy (for Weymouth Park District)**

2.1 Petition (as seen in Appendix B)

2.2 As this petition contains more than 50 signatures, the Panel are invited to note and discuss this.

2.3 This discussion should conclude with a decision as to how to respond to the petition. This may include one or more of the following:

- taking the action requested in the petition
- considering the petition at a council meeting
- holding an inquiry into the matter
- undertaking research into the matter
- holding a public meeting
- holding a consultation
- referring the petition for consideration by the council's Audit and Governance Committee
- calling a referendum
- writing to the petition organiser setting out the Panel's views about the request in the petition.

2.4 Alternatively, the Panel may determine a combination of the options above, or decide on another course of action as appropriate.

### **3. Context**

3.1 The County Council's Parking Service Team have the responsibility for managing the parking enforcement in the Park Area of Weymouth, the back-office legal procedure for Penalty Charge Notice appeals, and liaising closely with the external agency (MiPermit) who administer the applications for resident permits.

- 3.2 A Resident Permit costs £70 per annum with pro-rota reductions for a six-month permit.
- 3.3 The residents' permit policy to which the Parking Service Team currently work was written in 2012 by the Weymouth and Portland Borough Council and covers the whole of the Weymouth Town Centre area which have resident parking areas.
- 3.4 Under the 2012 policy, there are no restrictions on the number of permits per household unless the property has a private parking space or garage, but a restriction of a maximum of 100 visitor permits per annum.
- 3.5 The Park Area is predominantly two- or three-story terraced houses with no frontal private parking areas.
- 3.6 Within the policy there are some restrictions on bed and breakfast, hotel accommodations which fall within the area depending on the number of bedrooms in each property.
- 3.7 The existing Traffic Regulation Order (TRO) is the legal mandate which governs the parking restrictions in the area, and currently has a permitted one-hour wait (no return within one hour) restriction for any visitors to the area and sits alongside the Residents Permits.
- 3.8 The one-hour wait in the area undoubtedly adds to the strain on the already over-subscribed parking space availability.
- 3.9 The existing TRO is in place 24 hours a day, 7 days a week.

3.10 At the request of the Park Community Centre Forum, the Parking Services team undertook some audit work during May 2018 to try and gauge the volume of potential permits currently in circulation, against the number of possible parking spaces available in the Park Area.

The key findings from the audit undertaken during the last fortnight of May 2018 were:

- In the Park District Area (Zones A, B and C), there were 593 resident permits, 156 hotel/guest house permits, 34 business permits and an average of 30 visitor permits per day in circulation. Total 832 permits (see Table 1 overpage)
- The audit counted approximately 625 available on-street parking spaces for these zones. (this figure was taken from a visual estimate).
- There are 916 buildings in the area
- There are a ratio of 1.33 permits per space, or 33% more permits than spaces
- Upon several visits to the area at different times of the day, around 17% of the vehicles observed were making use of the unlimited waiting

times (45 vehicles using the 1-hour free parking, and 17 vehicles displaying a blue badge)

Zone	Resident Permits	Hotel/Guest House Permits	Business Permits	All Permits	Spaces Available	Number of Buildings
A&C	525	147	26	698	526	704
B	87	9	8	104	99	212
A&C Visitor's permit/day	30	0	N/A	30	N/A	N/A
Total	642	156	34	832	625	916

*Table 1: Audit results of permits in Zones A, B and C*

- 3.11 Although the above figures are only a snapshot from a fixed period of time, the figures are indicative of both the perception of the residents, and the evidence from Civil Enforcement Officers when enforcing in the area.
- 3.12 The strain on parking is particular felt during the summer months and Easter period when the Town enjoys an increase of tourists and visitors to the area.
- 3.13 The tensions caused by the imbalance of parking demand and availability prompt regular and repeated complaints to the Council by residents living in the district.
- 3.14 Whilst there is no realistic scope of increasing the availability of parking spaces for residents there is scope to try and manage the demand with a review of the existing policy although it is recognised that this could lead to a displacement of vehicles which would need to be accommodated elsewhere.
- 3.15 I believe that the 2012 Policy is out of date and has not kept pace with the changing demographic of the area (increased number of flats and houses of multiple occupation), and the undeniable fact that there are more vehicles per household than ever before.

#### 4. Next Steps

- 4.1 The Panel were invited to note the receipt of this petition and decide how to respond to it.
- 4.2 The Panel concluded that there were two outcomes which they supported in principle:
  - 4.2.1 That Hotels and Guest Houses should be provided with alternative parking arrangements for their guests outside of the on-street zones A & C.
  - 4.2.2 That there should be a restriction on the number of permits per household.

- 4.2.3 I will henceforth refer to these as ‘Outcomes 1 and 2’
- 4.2.4 Following advice from the Council’s Communications Team, the Parking Services Team sought to consult with stakeholders over a 6-week period of time by means of a specifically worded questionnaire.

## 5. The Consultation Process

- 5.1 Consultation took place between the dates 7 October 2019 and 18 November 2019.
- 5.2 The Consultation process was publicised using standard media outlets such as the local press and radio, the Council’s website and leaflet drops to local households by members of the Park Community Centre.
- 5.3 Three drop-in sessions were advertised and held at the Park Community Centre with members of the Parking Services Team in situ to answer any questions and assist with the completion of questionnaires.
- 5.4 Two sessions were held during the day (10-4pm) and one session was held in the evening (4pm-8pm).
- 5.5 Stakeholders were asked to complete a questionnaire which sought to address not only the two recommended actions from the Petitions Panel but also some other additional questions which may impact generally on the way that the Residents Parking Permit scheme might be shaped.
- 5.6 A total of 62 people attended the drop-in sessions and 273 questionnaires were completed and returned.

## 6. Findings and Conclusions

- 6.1 The complete set of findings and commentary can be found in Appendix C.
- 6.2 Because the number of active permits can fluctuate from day to day, a further snapshot was taken in December 2019 which revealed that there are 546 parking spaces but 689 permits currently in circulation. Of these 689 permits, 121 are for Hotels and Guest Houses with a further 27 business permits.
- 6.3 When you take into account that the number of visitors permits per day could also increase this number of vehicles in the location it is not difficult to see that a more effective allocations policy needs to be implemented.
- 6.4 Regarding the **first proposal**, perhaps unsurprisingly given that this petition was driven by the residents, there was large support for the re-location of the hotels and guest houses permits by respondents who identified themselves as residents. (85% supported this).

6.5 Respondents who identified themselves at Guest House or Hotel Owners were less supportive (15%).

6.6 The overall response rate in support of this proposal was 74%.

6.7 Regarding the **second proposal** 73% of respondents agreed that there should be a restriction on the number of permits per vehicle per household (71% of these were residents and 74% were hotel/guest-hours owners)

6.8 When asked how many permits it should be restricted to, 26% of respondents stated 1, and 63% stated 2.

6.9 As a potential alternative to this proposal 68% of respondents stated that they would support an increase in cost to each permit above 2 vehicles per household. Since the problem is lack of parking space however, the option of restricting vehicles per seems more logical.

6.10 77% per cent of respondents agreed that houses which have a private driveway be excluded from the permit scheme. If agreement is given to restrict permits to a maximum of two per household then these types of houses could be restricted to one permit or permits depending on the size of the driveway.

6.11 There was little significant support for any other potential changes apart from the removal of the current free one-hour wait period. 57% of respondents support this, (58% of residents, and 68% of guest houses). Only 45% of business respondents supported this.

6.12 This is an interesting consideration as its removal would immediately disallow free parking for any period of time unless the vehicle has a resident or visitor permit. From an Enforcement perspective it would mean that a vehicle could be served with a Penalty Charge Notice immediately following the relevant period of observation instead of the one hour which has to pass under the current restrictions, a position which respondents seemed to support in terms of increased enforcement activity in the area.

6.13 There are many positive reasons for its removal, but the counterargument is that short-term visitors to residents or the handful of businesses in the area might suffer. This problem could be alleviated by restricting the one-hour wait to the hours of 9am – 6pm.

6.14 In reality however, the Council's policies already cater for Carers and Tradesmen visiting the area because separate permits are already available for purchase and usage.

6.15 The Council's Parking Services Team have also undertaken further analysis and audit work to determine whether any current permit holders have erroneously obtained permits enabling them to live outside of the Zone but parking for work purposes, and those larger hotel/guest house

establishments which may also have private parking spaces, thereby reducing their on-street parking entitlement.

## 7. Recommendations

7.1 Because of the significant strain on the availability of parking for residents in the area, and the availability of car park space within 5 minutes' walking distance of this Zone I am recommending to the Brief-holder that the following amendments to the existing Policy are made:

- i. That establishments within the Zones A & C areas of Weymouth identified as Hotels, Guest Houses, Holiday Homes and Air B & B's be provided with a like for like allocation of permits (should they wish to purchase them) for the Swannery Car Park. Guests visiting these establishments will still be able to park outside the property to drop off their luggage and check-in before receiving a permit and re-positioning their vehicle into the Swannery Car Park.
- ii. That all residential establishments be restricted to a maximum of 2 permits per household. HMO's would still have to be treated as separate individual establishments for the purpose of allocation.
- iii. That properties with private driveways be excluded from the scheme or set at a maximum of one, subject to point ii) being agreed.
- iv. That the one-hour maximum wait is confined only to the periods between 9am – 6pm, thereby allowing visitors to businesses may still continue to do so.

7.2 If adopted, it is proposed to phase in the changes at the point of permit renewal date rather than impose an immediate change.

7.3 Householders who appear to have more than two vehicles will be written to and advised of the proposed changes in order that they may seek to make alternative arrangements.

7.4 If these recommendations are accepted, a formal and legal amendment to the Traffic Regulation Order will need to be sought as well as amendments to the policy

7.5 If these recommendations are accepted, an Equality Impact Assessment will follow.

### Officer Contact

Name: Paul Hutton

Tel: 01305 221812

Email: paul.hutton@dorsetcouncil.gov.uk

## Appendix F – Table, Breakdown of Representations

	<b>Comments – 7 representations</b>	<b>Number of times referenced</b>
1	What about Motor bikes? How much do they pay? What right do they have to take a whole car space?	1
2	Concern for guests walking to/from the Swannery car park due to distance including elderly and those with small children	2
3	Suggestion to remove 1 hour wait	1
4	Why are Self Catering properties lumped together with Hotels and Guest Houses?	1
5	Concern for healthcare workers walking to/from the Swannery late at night or early morning	1
6	Parking in the Swannery will have a negative effect on my business	2
7	Ability to park whilst doing changeover days or refurbishments to property	2
8	HMOs will still have permits	1
9	Permits sold to hotels with car parks	1
10	Cancelled bookings	1
11	The Swannery may be full when guests go to park	1

	<b>Objections – 16 representations</b>	<b>Number of times referenced</b>
1	Damage to business/loss of custom	2
2	Cost of paying for extra car park permits at £38 per week	1
3	Risk to vehicles in The Swannery car park	15
4	'Boy racers' in Swannery car park	1
5	Travellers in Swannery car park	1
6	Concern for image of Weymouth with having Covid testing in Swannery car park	1
7	Blue badge parking in Park District should be for residents only	1
8	The Swannery is not suitable, business will be disproportionately and adversely affected	14 <sup>2</sup>

<sup>2</sup> For this objection and all that follow, there were two objection reports submitted, which were signed by the same 14 objectors

9	The amendment order does not refer to self-catering holiday accommodation and AirBnBs	14
10	The amendment order does not refer to change in the quantity of permits residents' establishments can purchase i.e. 2 per household and none if property has a driveway.	14
11	Compliance on the 1-hour parking allowance	15
12	Risk of danger on the roads, passage of the road, improving the amenities which the road runs through has increased with amended order	14
13	Concern that guests checking-in will get a Penalty Charge Notice	14
14	The walk to the Swannery is too far for guests	14
15	The changes will cause confusion for guests trying to park, thus causing more traffic	14
16	Extra traffic caused by guests going to the holiday accommodation property and then onwards to The Swannery	16
17	Extra traffic caused by the harbour changes	14
18	Concerns that The Swannery car park will be full	16
19	Rise in displacement to residential roads	14
20	Unsafe to walk from The Swannery to guesthouse due to local crime	14
21	Hotels on The Esplanade as not in the Park District and should not be included	14
22	Other local businesses have been able to keep their permits	14
23	Properties being converted to flats or HMOs has led to a rise in resident's permits	14
24	Large hotels turning car parking into gardens thus putting more demand on parking spaces	14
25	High number of permits given to hotels on The Esplanade	14
26	Cause lack of parking in Weymouth car parks	14
27	Overissuing of permits to hotels that have their own parking	14
28	Economic impact of Covid-19 on the tourist industry	14
29	Reduced public transport network will affect Weymouth tourism	14
30	Loss of holiday accommodation businesses lead to more HMOs, which in turn sees an increase in deprivation, drug dealing & addiction plus anti-social behaviour	15
31	Contractors who stay in the Park District may choose not to stay due to not being able to park near the property	14
32	Planning permission for new properties should have onsite car parking	14
33	Delay in adding the documents and details to object, has led to the area's belief that they are unable to object	14
34	Not enough notice to change business advertising	14
35	Too expensive to change business advertising	14
36	Customers cancelling due to having to park in The Swannery	14
37	Other options should have been explored: <ul style="list-style-type: none"> <li>• Marked parking bays</li> <li>• Reinstate Park and Ride for day visitors</li> </ul>	15 14 14

	<ul style="list-style-type: none"> <li>• The Swannery permit to be valid in other Weymouth car parks if it is full</li> <li>• Hotels with parking should have permits for The Swannery and guesthouses to remain in the zones A and C area</li> <li>• Properties with parking and without parking should be treated differently</li> <li>• Businesses with or without business rates should be treated differently</li> <li>• Allocated bays for guesthouses within The Swannery</li> </ul>	15 14 14 14
38	Loophole in MiPermit, as no proof of vehicle ownership required. Airbnbs use this loophole to provide permits for their guests	14
39	Concern for local businesses who will be affected by a drop in the number of guesthouses should they close due to this change	14
40	FOI request (DC2882) regarding resident's ability to buy permits for The Swannery car park has been contradicted by Parking Services who stated that they can if they have more than 2 vehicles	14
41	Consultation had only 5 online responses	14
42	Cllr Orell and Paul Hutton suggested that decision is made, Notices suggest that objections will be considered	14
43	Consultation did not consider hotels with parking spaces or permits issued incorrectly	14
44	Issuing permits to guesthouses who do not pay business rates	14
45	Campaign for a safer area is of more concern than parking	14
46	Lack of understanding by Dorset Council of the local area	14