



#plymreview



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Published 14 April 2014

**SCRUTINY - COOPERATIVE SCRUTINY REVIEWS**  
**CONTROLLED PARKING ZONES (ON STREET PARKING)**  
**TO FOLLOW**

Meeting dates:

	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
<b>Date</b>	16 December 2013	6 January 2014	6 February 2014	17 February 2014	20 March 2014	17 April 2014
<b>Time</b>	3pm	3pm	4pm	3pm	3pm	3pm
<b>Venue</b>	Council House	Council House	Council House	Council House	Council House	Council House

**Members:**

Councillor Darcy, Chair.

Councillors Martin Leaves, Sam Leaves, Murphy, Mrs Nelder, Singh and Wheeler.

Please find enclosed additional information for your consideration under agenda item numbers 4.7 and 4.8. This information is to be discussed at the 17 April 2014 scrutiny meeting.

**Tracey Lee**

Chief Executive

# **SCRUTINY - COOPERATIVE SCRUTINY REVIEWS**

## **PART I - PUBLIC MEETING**

### **AGENDA**

#### **4.8. SUMMARY AND REVIEW**

**(Pages 1 - 44)**

Members will have an opportunity to review the findings from the cooperative review group process.

# CPZ CURRENT POSITION

Parking and Marine Service



**PLYMOUTH**  
CITY COUNCIL

Zone Name	Zone	Total Permits Issued	Business Permits	Approx Parking Bays Available	Capacity % Per Zone
North Stonehouse	A	309	13	347	11%
Saltash Road/Johnston Terrace	AA	38	0	28	-36%
Alma Street	B	12	0	20	40%
Barbican	BA	43	0	32	-34%
Cattedown	BB	6	0	9	33%
Greenbank	C	256	1	205	-25%
Crownhill	CA	4	0	2	-100%
Crownhill	CB	22	0	153	86%
Crownhill	CC	11	0	19	42%
Crownhill	CD	1	0	14	93%
Crownhill	CE	13	2	55	76%
Greenbank	D	365	4	283	-29%
Southern Terrace	DD	412	61	192	-115%
St Judes	E	579	60	1060	45%
North Keyham	EE	9	0	169	95%
Glen Park	F	143	5	186	23%
Oxford Place	FF	234	6	178	-31%
Wake Street & Holdsworth Stret	G	59	0	79	25%
Gifford Terrace	GG	68	0	143	52%
The Hoe & Hoe Extension	H	785	105	552	-42%
Stuart Road	HH	6	0	60	90%
Coxside	I	23	109	84	73%
Coxside	IR	23	0	36	36%
Devonport	IIA	22	0	26	15%
Devonport	IIB	1	0	11	91%
North Hill	J	284	16	274	-4%
Derriford	JJ	35	0	169	79%

Zone Name	Zone	Total Permits Issued	Business Permits	Approx Parking Bays Available	Capacity % Per Zone
Teats Hill	K	44	0	52	15%
How & Looe Street	L	79	4	83	5%
Bretonside	MA & MB	49	0	43	-14%
Emma Place	N	34	0	49	31%
Adelaide Place	P	89	25	206	57%
Palace Street		4	0	11	64%
Wolseley Road	QA	15	0	8	-88%
Wolseley Road	QB	3	0	32	91%
Dale Road West	R	404	17	555	27%
Dale Road East	S	217	3	564	62%
Stoke Mount Pleasant Car Park		9	0	13	31%
West Stonehouse	T	197	9	224	12%
The Parade		5	0	5	0%
Turnchapel		14	0	17	18%
Belgrave Road	U	340	46	501	32%
Hermitage Road	V	207	4	287	28%
Plymstock	W	0	0	12	100%
Plymstock	W1	4	0	1	64%
Plymstock	W2	0	0	21	100%
Plymstock	W3	11	0	10	-10%
Plympton	X	19	0	12	-58%
Ridgeway	XR	5	0	5	0%
Richmond Walk	Y	8	0	24	67%
Tothill Road	Z	66	4	143	54%

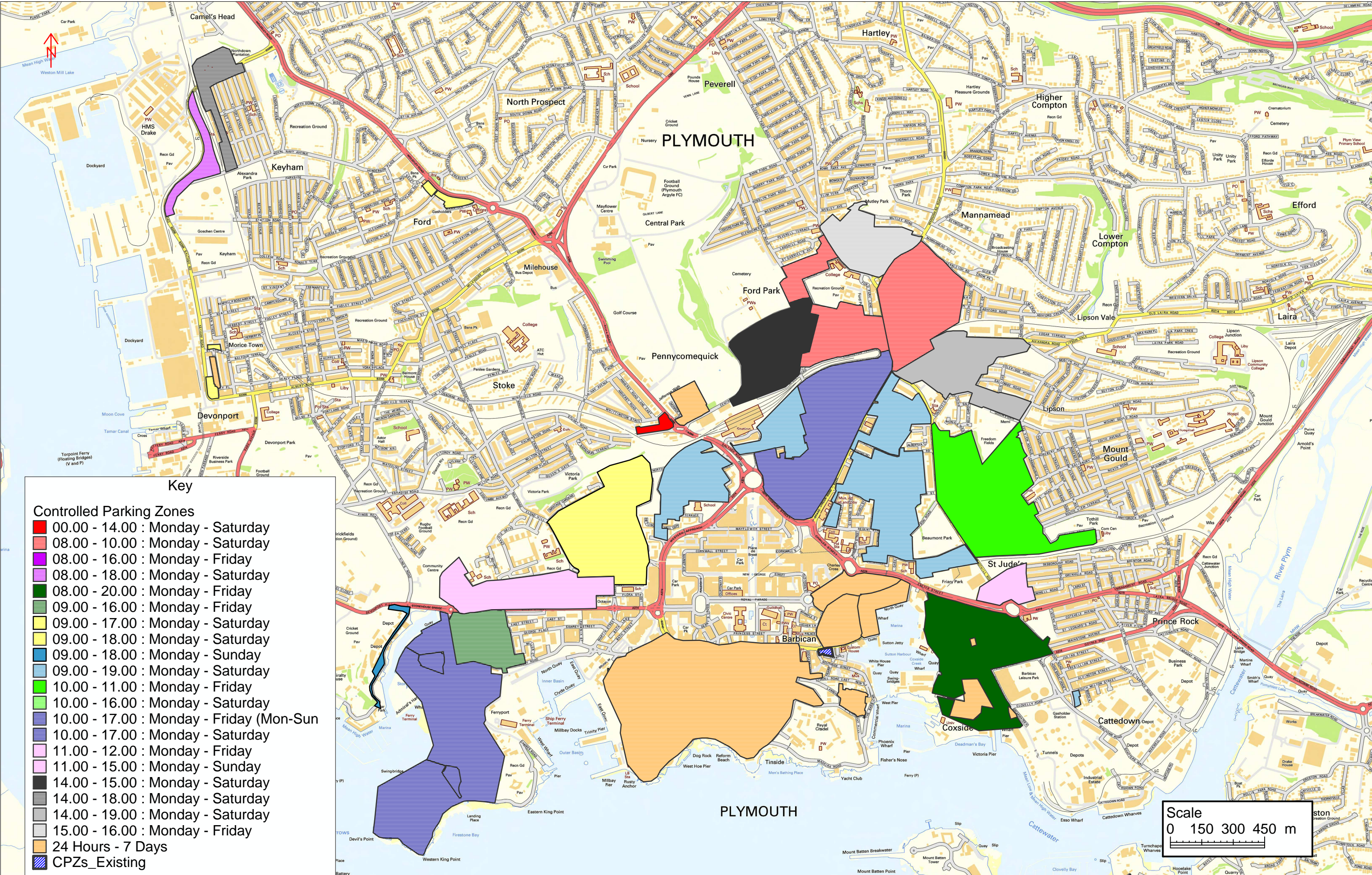
### Current Permit Costs

- Residents Parking Permit is £30 per a permit
- Business Employee Permit is £30 per a permit
- Business Permit (2 hours maximum stay - no return within 1 hour). This permit is 1st £30, 2nd £60, 3rd £90, 4th £120, 5th or subsequent £150

## Page 3

- Business Support Permit (5 hour maximum stay – no return within 30 minutes. Valid between 8am and 6pm only). This permit is 1st £300, 2nd £400, 3rd £500, 4th £600 or 5th (Maximum) £700
- Essential Worker Permit is £100 per a permit
- Daily visitor permit (Zone F, H or J only) is £2 each
- Yearly resident visitor permit (Zone CA-CE, X or W1-W3) is £15 each
- Resident visitor tickets (Any other Zone / Street) is 1st book £20, 2nd book £35 or 3rd book £45 per a year [Jan to Dec]

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**CPZ**

Published 2012



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# BENCHMARKING

Parking and Marine Service



## I Benchmarking exercise to be undertaken with other Local Authorities to find synergies with how Plymouth's CPZ structured and controlled:

It is evident from the benchmarking results below that the majority of Councils now operate permit schemes during working and commuter hours i.e.: predominately starting at 8am and ending between 5pm and 6:30pm. Several Councils restrict the number of permits, vehicle weight and length to each permit zone; Southampton City Council permit parking fact sheet is attached for general information.

	<b>Council</b>	<b>No of Zones</b>	<b>Hours of Operation</b>
1	Derby City Council	12	Monday to Saturday 8am to 6pm x 9 Zones 1 Zone x has two separate restrictions, the area closest to the hospital operates Monday to Sunday 8am - 6pm, Monday to Friday 8am to 6pm for the other areas. Monday to Friday 8am to 4pm (1 September to 30 June) x 2 Zones
2	Portsmouth City Council	34	Parking schemes operate at all times
3	Bristol City Council	3	Monday to Saturday 8am to 6pm (part of the Outer Zone) or Monday to Saturday 8am to Midnight (all of the Central and Inner Zone and some of the Outer Zone).
4	Dover	12	Permit scheme operational hours are a mixture of 8.30am to 5.30pm or 10.30 to 5.30pm.
5	Bournemouth	9	All permit schemes operational hours at all times.
6	Southampton City Council	22	All permit schemes operational 8am to 6pm Monday to Saturday.
7	Cardiff Council	2	Central - 8am – 10pm Monday to Sunday 50% of the street Outer Central Areas 8am – 10pm Monday to Sunday 100% of the street
8	Oxford Council	30	Permit schemes are a mixture of 'at all times', 9am to 5pm, 8am to 6.30pm etc to cover all day working and commuter hours. Specific restrictions apply in the area of Kassam Stadium as below; permit schemes are also in operation on football match days.  Kassam Stadium controlled parking zones

			Blackbird Leys West (BW)	Sunday 8:30am-1:30pm, and event days
			Brake Hill (BH)	Sunday 8:30am-1:30pm, and event days
			Fry's Hill (FH)	Sunday 8:30am-1:30pm, and event days
			Minchery Farm (MF)	Sunday 8:30am-1:30pm, and event days
9	Cambridge Council	15	Permit schemes are similar to Oxford – a mixture of schemes to cover all day working and commuter hours. Schemes operational predominately between 8am to 8pm and up to 9pm daily.	
10	Croydon	16	Permit schemes operate 9am to 5pm Monday to Friday in all but the Central Croydon area which operates 8am to 12 midnight on all days.	

**2 To find out from other Local Authorities when they shifted to generally 24/7 control...Plymouth seems to have an organic CPZ system with 53 zones, did other Local Authorities experience this problem and then change to what they have in place now?**

The Parking Service spoke to 4 authorities responded that CPZ operational times were mostly decided with and after consultation with residents and amended at their request. Portsmouth, whose operational residents permits are currently 24 hours daily Monday to Sunday are considering introducing additional short time CPZ's in outer areas of the City that have been impacted on by the 24 hour restrictions. Further information was gathered from 3 additional Councils who were asked if they had previously had short term operational times i.e.: 1 or 2 hours.

Council	Hours of Operation
Portsmouth	Portsmouth Council operates an 8am – 8pm policy which deters business owners from parking during the day. They are currently advertising several zones with shorter 2 hour restrictions (2pm - 4pm). It is a new zone to be created on the outskirts of an existing zone and is most likely due to residents complaining that their streets are being used for parking by commuters avoiding the restricted CPZ areas.
Nottingham	Nottingham Council has 1 or 2 residents parking zones with a 2 hour restriction. Some zones have “split” restrictions, for example 10am -12 noon then 2pm - 4pm. One zone increased operational hours from 8am – 6pm to 8am – 8pm at the request of residents.
Southampton	Operates long time restrictions but allows shorter 1-2 hour “visitor times” throughout the day in different zones. Because of the size of the City the Council fully consult with residents for their requirements for operational hours; no amendments are made without first consulting residents.

Cambridge	Has two zones where residents permits are fixed at 8am – 6pm and business permits fixed at 8am - 8pm. This was the result of a review where residents requested these times.
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Information requested at 20 March 2014 Controlled Parking Zone Review

Q1. Members questioned if the accessibility graph in the Supplementary Planning Guidance was kept up to date.

A1. The graph was periodically updated; the current version was dated 2011.

Q2. Members questioned what was received and accepted as part of the Travel Management Plan.

A2. The Council's car parking requirements for new development are set out in Chapter 8 the Development Guidelines Supplementary planning Document which sets out the maximum ( not minimum) numbers of parking spaces for all types of development based on floor area or number of units. This is broadly in accordance with previous national planning guidance (PPG13) which required local authorities to adopt maximum parking standards and in doing so could not ask developers to provide more car parking than they themselves wish. More recently this requirement has been removed from national policy.

The SPD also makes it clear that within these maximum standards new development will be expected to protect the surrounding areas from overspill car parking which can impact on residential amenity and highway safety. Therefore for any development submitted which includes less than the maximum parking provision as identified by the policy a view must be taken as to whether the shortfall in car parking based on the maximum provision will cause a specific problem but this is assessed on a site by site basis. More recent planning guidance states that development should only be prevented on transport grounds where the impact is severe.

If a development lies within an existing Controlled Parking zone the Council's existing Policy approved in May 1997 by the Plymouth Joint Highways Committee (attached) is relevant whereby any property situated within a Permit Parking Zone that is to be demolished or re-developed should be automatically removed from the list of properties eligible to apply for any form of parking permit. Also where an increase in parking demand occurs as a result of the property having a change of use or being increased to multiple occupancy, removal of the property from the list of properties eligible to apply for a permit will be at the discretion of the Head of Transport Services. As a result new development may be granted, but eligibility for car parking permits can be removed hence reducing the demand for on street parking from that particular development. This is most effective where parking zones operate for all or most of the day. Where parking zones operate for only 1 or 2 hours the impact of any exclusion will be more limited, and the SPD requires that development make a contribution to the parking requirement (SPD para 8.5.4) .

Outside of the CPZs, parking controls are not extensive and problems can be experienced with increasing demand for on-street parking by new residents competing with the demands of the existing residents, local businesses and servicing together with

parking by commuters. Again the guidance requires that maximum car parking standards apply to new development whilst at the same time protecting surrounding streets from overspill parking; and reductions in accordance with accessibility drawing shown in Diagram 8.1 might be appropriate.

It might be considered that current parking policy should be updated to take account of changes to National Planning Policy and changes to the guidance which no longer require Councils to apply maximum car parking standards. Extending the hours of operation of existing CPZ's would be more effective at controlling car parking from new development and an updating of the 1997 Policy relating to the exclusion of new development from CPZ's could also be considered.

**RESIDENTS PARKING SCHEMES - PROPERTY DEVELOPMENT**

Report of the Assistant Environment Director - Plymouth

**Recommendation:** It is recommended that (a) an additional article be added to Residents Parking Scheme Traffic Orders detailed in the appendix and all future orders that has the effect of automatic consideration of removing any property within the aforementioned schemes that obtains planning permission to (i) be demolished and redeveloped (ii) be changed from single-occupancy to multi-occupancy or (iii) be subject to any other change that would involve an increased parking demand, from being eligible to any form of parking permit (b) that persons applying for planning permission, likely to fall within the above categories, between the dates of acceptance of this report and revision to the traffic orders be advised that the provisions contained within this report would apply to their development (c) No. 23 Ford Park Road be removed as a qualifying property from the proposed Dale Road (East) Residents Parking Scheme (d) non permanent residents at No 112a North Road East be excluded from qualifying for permits in the Glen Park Scheme (e) the proposals be advertised by the shorter notice procedure in the local press only.

**1. INTRODUCTION**

1.1. Currently any property within an existing residents parking scheme for which planning permission is sought to redevelop or change the use of the property leading to an increased parking demand may be required to fund its removal from the existing Traffic Order. This procedure is time consuming, costly and difficult to administer.

**2. PROPOSALS**

2.1. It is considered that it would be more efficient to include within the Traffic Order an article that allows the removal of properties which are the subject of a planning approval and which would increase parking demand. It is suggested that removal should be automatic where a property is redeveloped and at the discretion of the Assistant Environment Director where a change of use or increase to multiple occupancy occurs.

2.2. In order to cater for those properties for which planning permission is sought between the date of acceptance of this report and the changes to the traffic order if approved, it is proposed that the applicants be advised that the provisions of the report would apply to their development.

2.3. Prior to the preparation of this report a planning application has been made for conversion of 23 Ford Park Road to a multi-occupancy property for student accommodation. With the predicted increase in parking demand it is recommended that this property be removed from qualifying for permits within the Dale Road (East) proposed residents parking scheme.

2.4. A similar application to change 112a North Road East from a hotel to student accommodation for 40 weeks of the year has been received. It is recommended that non-permanent residents be excluded from qualifying for permits within the Glen Park Scheme.

2.5. If agreed the provisions of this report would be automatically included in all future Residents Parking Schemes.

Appendix

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To add an article to the following traffic orders to remove any property within a residents parking scheme from eligibility for parking permits upon redevelopment or conversion which results in increased parking demand.

The County of Devon (Alma Street Area, Plymouth) (Residents' Parking Places and Prohibition of Waiting) Amendment Order 1992

The County of Devon, The Residents' and On Street Parking Places and Prohibition and Restriction of Waiting (The Hoe Area, Plymouth) Amendment Order 1992 as amended

The County of Devon, The Residents' and On Street Parking Places, Prohibition and Restriction of Waiting, One Way Traffic and Prohibition of Right Turn (North Hill West Area, Plymouth) Amendment Order 1994

The County of Devon (Teats Hill Area, Plymouth) (Residents' Parking Places and Prohibition and Restriction of Waiting) Amendment Order 1994

The County of Devon (Tumchapel Area, Plymouth) (Residents' Parking Places and Prohibition of Waiting) Consolidation Order 1994

The County of Devon (Bretonside Area, Plymouth) (Residents' Parking Places and Prohibition of Waiting) Amendment Order 1996

The County of Devon (The Parade, Barbican, Plymouth) (Residents' Parking Places and Prohibition of Waiting) Order 1990

The County of Devon (Lambhay Street, Lambhay Hill, Castle Street, Barbican, Plymouth) (Residents' Parking Places and Prohibition and Restriction of Waiting) Amendment Order 1990

The County of Devon (North Stonehouse Area, Plymouth) (Residents' Parking Places and Prohibition and Restriction of Waiting) Amendment Order 1990 as amended

The County of Devon (Palace Street, Plymouth) (Residents' Parking Places and Prohibition and Restriction of Waiting) Amendment Order 1990

The County of Devon (Greenbank Area, Plymouth) (Residents' Parking Places and Prohibition and Restriction of Waiting and One Way Traffic) Amendment Order 1992

The County of Devon ((Wake Street/Holdsworth Street, Plymouth) (Residents' Parking Places and Prohibition and Restriction of Waiting) Order 1992

The County of Devon (Devonport Area, Plymouth) (Residents' Parking Places and Prohibition and Restriction of Waiting) Order 1976 as amended

The County of Devon (Glen Park Avenue Area, Plymouth) (Residents' Parking Places and Prohibition and Restriction of Waiting) Amendment Order 1978 as amended

The County of Devon (How Street/Looe Street Area, Plymouth) (Residents' Parking Places and Prohibition and Restriction of Waiting) Amendment Order 1980 as amended

The County of Devon (Johnston Terrace Ope, Keyham, Plymouth) (Residents' Parking Places and Prohibition of Waiting) Order 1980 as amended

The County of Devon (Keyham Area, Plymouth) (Residents' Parking Places and Prohibition and Restriction of Waiting and One Way Traffic) Order 1976 as amended

The County of Devon (Keyham Area, Plymouth) (Residents' Parking Places and Prohibition and Restriction of Waiting) Amendment Order 1976 as amended



ED/97/32/P

PLYMOUTH JOINT HIGHWAYS COMMITTEE  
29 May 1997

## RESIDENTS PARKING SCHEMES - PROPERTY DEVELOPMENT

Report of the Assistant Environment Director - Plymouth

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- 2.5. If agreed the provisions of this report would be automatically included in all future Residents Parking Schemes.

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# ON-STREET PARKING SURVEY



Dear Permit holder,

**We are currently carrying out a review of all on-street parking restrictions in the city...**

As part of the review we are gathering information on what does and doesn't work well, from both a user's perspective and through managing the network, including the enforcement of highway restrictions.

We are keen to get the views of our resident parking permit holders and have put together a short satisfaction survey to help inform the review.

We would be very grateful if you could complete and return the enclosed satisfaction survey to us by **Thursday 30 September**.

As an incentive we will be entering all completed surveys into a prize draw, with four

six-month parking passes and one 12-month parking ticket for the Theatre Royal car park up for grabs. All of these permits will start on 1 January 2011.

We are also running a separate online survey for anyone who uses on-street parking in the city. This includes parking in residential parking zones, on single yellow lines, in limited waiting bays and in any of the on-street pay and display areas.

To take part please go to [www.plymouth.gov.uk](http://www.plymouth.gov.uk). Once the survey is complete the information you and others have provided will help Plymouth City Council identify where improvements to the on-street parking can be made, for both residents and the wider users of our transport network.

If you would like to be entered into the prize draw, please return the enclosed address slip with your survey in the envelope provided.

Please note, only one entry per person will be applicable for entry into the prize draw.

## I Applying for and renewing your permit

How easy was it to apply for your permit?

Very easy  Easy  Neither easy nor difficult  Difficult  Very difficult  N/A Don't know

How easy is it to renew your permit?

Very easy  Easy  Neither easy nor difficult  Difficult  Very difficult  N/A Don't know

If you find it difficult to renew your permit, please can you tell us why:

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How satisfied were you with the time it took for your last permit to arrive?

Very satisfied  Satisfied  Neither satisfied nor dissatisfied  Dissatisfied  Very dissatisfied  Don't know

## 2 Paying for your permit

How satisfied are you that the cost of your permit represents good value for money?

Very satisfied  Satisfied  Neither satisfied nor dissatisfied  Dissatisfied  Very dissatisfied  Don't know

If you are dissatisfied, please can you tell us why?

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How satisfied are you with the current cost of visitor permit tickets?

Very satisfied  Satisfied  Neither satisfied nor dissatisfied  Dissatisfied  Very dissatisfied  Don't know

How easy is it to pay for your permit?

Very easy  Easy  Neither easy nor difficult  Difficult  Very difficult  N/A Don't know

If you think it is difficult to pay for your permit, what would make it easier for you?

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## 3 Parking your vehicle

How satisfied are you with the availability of parking outside your property?

Very satisfied  Satisfied  Neither satisfied nor dissatisfied  Dissatisfied  Very dissatisfied  Don't know

How satisfied are you with the availability of parking in your street?

Very satisfied  Satisfied  Neither satisfied nor dissatisfied  Dissatisfied  Very dissatisfied  Don't know

How satisfied are you with the availability of parking in your zone?

Very satisfied  Satisfied  Neither satisfied nor dissatisfied  Dissatisfied  Very dissatisfied  Don't know

If you answered 'dissatisfied' or 'very dissatisfied' for one or more of the questions about the availability of parking, please give up to two main reasons from the list below.

I am dissatisfied with the availability of parking because:

- There are too many cars per property
- There is a lot of commuter parking in my street
- There are a lot of businesses with business permits
- The current time restrictions cause problem parking
- There is a lot of inconsiderate parking
- Other please state \_\_\_\_\_

#### 4 Patrolling and enforcing your zone

How satisfied are you with the current time restrictions in your zone?

Very satisfied  Satisfied  Neither satisfied nor dissatisfied  Dissatisfied  Very dissatisfied  Don't know

If dissatisfied, please give brief details why:

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How satisfied are you with the level of patrolling by Civil Enforcement Officers in your zone?

Very satisfied  Satisfied  Neither satisfied nor dissatisfied  Dissatisfied  Very dissatisfied  Don't know

#### 5 Your parking permit

What is your parking zone?

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What is your postcode?

---

How many cars are registered to your property?

---

Do you think the street you live in still needs a residential parking scheme?  Yes  No

If not, why not?

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#### 6 About you

This information is collected so that we can identify any differences in satisfaction between different groups of people and make sure our services are fair and accessible for all. We will keep your information confidential, safe and secure.

Gender  Male  Female

Age group  17-18  19-50  51-65  66-75  75 or over

Are you a person with impaired mobility or a disability?  Yes  No

If yes, are you a Blue Badge holder?  Yes  No

**Thank you for completing the questionnaire.**

Please place the questionnaire into the enveloped provided and return to us by Thursday 30 September 2010.

This information is available in other languages and formats please contact 01752 668000

## CONTACT DETAILS



Parking Unit  
Civic Centre  
Plymouth PL1 2AA



01752 668000  
Monday to Friday 8.30am to 5pm



Civic Centre Reception.  
Opening Hours:  
Monday to Friday  
8.30am to 5pm



[bpteam@plymouth.gov.uk](mailto:bpteam@plymouth.gov.uk)



Visit our website at  
[www.plymouth.gov.uk](http://www.plymouth.gov.uk)



## **On Street Parking Review**

### **Phase 1 – Data Collection and Information Gathering**

#### **Summary Document**

Client: Assistant Director of Development & Regeneration (Transport & Highways)  
Release: Issue  
Version: 1.0  
Date: 2010/11  
Author: Jamie Yabsley

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# Contents

<b>1. Background .....</b>	<b>3</b>
1.1 Introduction .....	3
1.2 Phase 1 – Data Collection & Information Gathering.....	3
<b>2. Feedback Summary.....</b>	<b>4</b>
2.1 Time Restrictions in Residents Parking Zones.....	4
2.2 Number of vehicles / permits per property in Resident Parking Zones.....	5
2.3 Inconsiderate / Unsafe parking.....	6
2.4 Other Key Feedback.....	7
2.5 Hot Spot List.....	7
<b>3. Next Stage .....</b>	<b>8</b>
3.1 Phase 2.....	8
3.2 Phase 3.....	8
<b>4. Appendix.....</b>	<b>9</b>
4.1 Satisfaction Survey Results.....	9
4.2 Online General Survey Results.....	10
4.3 Complete Time Restrictions & Traffic Order List.....	12



## 1 Background

### 1.1 Introduction

The purpose of this project is to carry out a comprehensive review of on-street parking. Concentrating on the following issues;

- Parking within residential parking zones
- Parking on and the use of single yellow lines
- The use of limited waiting parking
- Pay and Display Parking

The Feasibility stage of this project has been split into three phases and this document records and summarises the findings of phase 1.

### 1.2 Phase 1 – Data Collection & Information Gathering

We have collated and mapped the entire database of traffic regulation orders relating to on street parking restrictions.

This has enabled us to visualise the current system in place and see the irregularities that have occurred from multiple piecemeal changes over the years.

Through the summer until the 6 October 2010 we engaged with the following users to seek their opinions and feedback on the current parking systems, what works well and what doesn't work well.

- Residents of Plymouth via press releases and an online survey.
- Residential Permit Holders of Plymouth via a direct mailed satisfaction survey
- Parking Supervisors and management, Civil Enforcement Officers and Parking back office administration team
- Neighbourhood Liaison Officers
- Ward Members

This document summarises the feedback we have received, gives a platform for further discussion and analysis and also contains a hot spot list identifying specific pieces of work which may be undertaken.

## 2 Feedback Summary

### 2.1 Time Restrictions in Residents Parking Zones

The residential parking schemes that we currently have in place are aimed at stopping workers, shoppers and other non residents from parking in the designated areas, enabling a resident to park close to their property.

We control this by having time restrictions in place throughout the day which ensures only permit holders are allowed to park during the designated times. A permit holder has to provide proof that they are a resident within the zone and are eligible to apply for a permit.

We currently have 22 different types of day and time restrictions and 53 different zones. The time restrictions for example are like this;

Permit Parking only between these times

- Monday - Saturday: 2pm-3pm
- Monday - Friday: 3pm-4pm
- Monday - Friday: 10am-11am
- Monday - Friday: 11am-12pm
- Monday - Saturday: 9am-7pm

The current time restrictions in the majority of residential parking zones do not achieve their stated purpose. This being, the ability for a resident to park close to their property at any point of the day. Only 22% of residents in permit zones are satisfied with the availability of parking in their street, and only 27% satisfied with the number of spaces in the whole zone.

The current time restrictions are targeted at stopping commuters parking their vehicles and walking to their destination. I.e. shop or workplace. I assume the 1 or 2 hour restricted time slots are staggered to allow the CEOs the ability to manage their beat and get from one zone to another.

Many residents have identified the main issue of not being able to park when they come home from work. Only 8 of our 22 different time restrictions run until 6pm, which is when many people identified as the time they arrive home from work. By this time, most spaces are full and they cannot park. Only 38% of residents are satisfied with the time restrictions in their zones.

The feedback from CEOs and parking supervisors also highlight time restrictions as one of the main issues.

CEOs have indicated that due to the current restrictions in place they struggle to get around to all of the zones within the allocated 1 hour of permit only times. It also becomes very predictable for motorists who know they can park practically all day and then move their vehicles for an hour, the same time every day, when they know a CEO would be visiting.

Only two restrictions cover permit parking on a Sunday. Historically this would have been acceptable, however, Sunday is almost a normal working day for many and therefore any restrictions in place during the week and on a Saturday should also be applied to a Sunday.

Feedback from all sources indicates a preference for a standardised approach to time restrictions. This could be either 24 hour, 7 days a week or at least 8am – 8pm.

The working week has changed through the years. What once was a 9am-5pm; Monday to Friday 40 hour week is now a much more flexible working week. Many employers offer much more flexible working arrangements and there are more shift and part time workers. With the increased number of bars, restaurants and clubs in and around the city centre many more people are parking close by, within residential parking zones, at any time during the day.

Where applicable a residential parking scheme should focus on allowing residents to park when required and not focus on stopping other road users from parking. These are of course linked but the first approach would be seen as a more positive way of thinking. A controlled parking zone has the opposite approach and would focus on when and where we want motorists to park.

## 2.2 Number of vehicles / permits per property in Resident Parking Zones

The residential permit scheme currently does not limit the number of permits available to any property.

The only restriction on permits issued is when a private property applies for planning permission and is granted a change of use. At this point the property becomes ineligible to apply for a permit.

Below is the number of permits owned by individual properties. e.g. 149 Properties each have purchased 4 permits.

Number of permits each property own	Total number of properties	Percentage Share
1	3313	39.73%
2	1302	31.23%
3	461	16.59%
4	149	7.15%
5	56	3.36%
6	13	0.94%
7	6	0.5%
8	3	0.29%
9	2	0.22%
<b>Total</b>	<b>8338</b>	

The feedback from residents indicates that a huge issue is that too many permits are issued to properties. Particularly multi occupancy properties that are occupied by students. Many residents indicate how the parking problems are not as bad during the holidays when students have returned home.

30% of residents highlighted the fact there are too many permits issued per property and the increase in students parking their cars as the **main** reason for their dissatisfaction. This is the largest total.

Residents indicate an acceptance to the need to limit the number of permits on offer to properties but also indicate that they would like to see resident permits issued to permanent residents only.

It has **not** been an occurring theme from residents to suggest they would be happy to see a price increase in permits, even if this provided a better service.

As a separate issue, many residents have indicated via the general online survey their dissatisfaction at the property they occupy being excluded from the scheme where they live.

In May 1997 as an attempt to limit the number of parking permits in the system a report was taken to the Plymouth Joint Highways Committee recommending that properties situated within a Permit Parking Zone that are obtaining planning permission to:

- (a) be demolished or re-developed,
  - (b) be changed from a single occupancy to multiple occupancy or
  - (c) be subject to any other change that would involve an increased parking demand,
- should be automatically removed from the list of properties eligible to apply for any form of parking permit.

The main scenario example is as follows

Two, four bedroom houses next to each other, one house gets turned into two, two bedroom flats, after a granted planning application. This house then becomes ineligible for parking permits. The other house is rented out as four separate rooms and no planning application is submitted or required. This house is then still eligible for permits to be issued.

### **2.3 Inconsiderate / Unsafe Parking**

Residents have identified that the current bay markings gives car users the opportunity to park in such a way that can reduce the number of available spaces. 18% of residents gave this reason to explain their dissatisfaction.

It seems to be also practice that motorists park 'in the middle' of a double space so when their partner returns from work they move their car and both are able to park. This was reported quite a few times.

Unsafe parking can also occur, it happens when there is literally nowhere to park. Whilst there is no excuse, motorists are being forced into parking right up to the edges of streets or actually on corners.

## **2.4 Other Key Feedback – This is general across all information gathered**

**#4** The number of commercial vehicles being brought home and parked in residential zones – taking up more than one vehicles worth of space.

**#5** The abuse of the business permits system. Many business permits are in place but vehicles are remaining in the same place all day – therefore taking up spaces.

**#6** The number of multi occupancy properties being shared by several taxi drivers and the subsequent parking of the taxis in the street.

**#7** Commuter parking relating to the time restrictions. If someone works mornings then a 2pm-3pm permit only zone is perfect for the commuter.

**#8** Confusing restrictions. P&D, single yellow lines, residential zone, and residential zone with visitor only bays that other permits are not eligible for. Some roads have permit only on 1 side of the road and P&D on the other side of the road.

**#9** Limited Waiting Bays. The difficulty of enforcing cars parked in limited waiting bays. Need to have in place system to effectively patrol, manage & enforce if necessary. Ticket Machines, P&D and no returns could resolve this.

**#10** Disabled parking around yellow lines (non bar marked) around car parks cause problems.

**#11** Single yellow line restrictions not restricted on Sundays – people going into the City Centre on a Sunday can park for free.

**#12** Too many controlled parking zones, too many restrictions within these zones.

**#13** Natural boundaries of parking zones are not in place, therefore dispersal parking to the streets immediately outside of the zones have huge problems.

**#14** Permit systems in place for Football & Rugby matches. To be enforced on match days only.

**#15** Loading and unloading of vehicles for local district centres. Rationalise and standardise, when it is appropriate to load and where this is done, not in limited waiting bays, bus bays or Pay & display preferably.

## **2.5 Hot Spot List**

The following is a list of specific areas which has come forward in the review more times than others.

- Requests for restricted parking in Whittington Street
- Requests for restricted parking in Amherst Road
- Requests for restricted parking in Salcombe Road
- Parking in Peverell, particularly when Plymouth Argyle plays at home.

### **3 Next Stage**

Following on from this summary document, there will be two further phases.

#### **3.1 Phase 2**

Will focus specifically on the key findings by consulting with nominated officers to seek their feedback, comments, history and deliverability of possible outcomes. This phase will also seek feedback on the Hot Spots for resident parking issues and establish the reasons for these areas which may inform future policy criteria. The proposed completion date for phase 2 is week ending 29 October.

#### **3.2 Phase 3**

Will take into consideration the work achieved in phase 1 and phase 2. It will review feedback and issues and consider this with the proposed parking strategy. Options analysis for future criteria and their impact will be developed for the project board to consider. Further consultation will follow after this phase. The proposed completion date for phase 3 is week ending 19 November.

## Appendices

### 4.1 Satisfaction Survey Results

How satisfied are you that the permit represents good value for money?

Satisfied	Not Satisfied	Other
<b>43%</b>	35%	22%

How satisfied are you with the availability of parking outside your property?

Satisfied	Not Satisfied	Other
22%	<b>62%</b>	16%

How satisfied are you with the availability of parking in your street?

Satisfied	Not Satisfied	Other
23%	<b>61%</b>	16%

How satisfied are you with the availability of parking in your zone?

Satisfied	Not Satisfied	Other
27%	<b>50%</b>	23%

How satisfied are you with the current time restrictions in your zone?

Satisfied	Not Satisfied	Other
<b>39%</b>	35%	26%

## 4.2 Online General Survey Results

408 People responded to the online survey. The key results are summarised below

### Parking within a RPS (Residential Parking Scheme)

- 63% never park in a RPS, with 22% not realising that there were times you could park.
- The main reason for parking here is visiting nearby shops or visiting friends.
- 36% park here because it is convenient, 40% because they have no alternative and only 12% because they don't have to pay
- 75% park for less than 2 hours

### Parking on Single Yellow Lines

- 61% never park on single yellow lines, with 17% not realising that there were times you could park on them.
- The main reason for parking here is dropping off or picking someone up or visiting nearby shops.
- 44% park here because it is convenient, 36% because they have no alternative and only 6% because they don't have to pay
- 92% park for less than 2 hours and 60% for less than 30 minutes.

### Parking on Limited Waiting Bays

- 60% never park in limited waiting bays, with 17% not realising that there were times you could park on them.
- The main reason for parking here is visiting nearby shops.
- 48% park here because it is convenient, 20% because they have no alternative and only 23% because they don't have to pay
- 99% park for less than 2 hours, 86% for less than 1 hour and 54% for less than 30 minutes



### **Parking in Pay and Display Bays**

- 79% park in pay and display with 21% not.
- 24% of people do not use pay & display because it is too expensive and 23% not using it because it is not in the area they park.
- The main reason for the use of pay and display is visiting businesses or shops (70%)
- 48% park here because it is convenient, 50% because they have no alternative
- 78% park for less than 2 hours and 30% for less than 1 hour.
- 61% of people asked think the current prices are too expensive with 12% unsure of the current prices
- Only 2% of people said they were happy with the current parking situation in Plymouth with 41% claiming their quality of life is severely affected due to the parking situation.

## 4.3 Complete Time Restrictions &amp; Traffic Order List

Type Of Restriction	Different times throughout city restriction in place
<b>Disabled Driver Only Parking Bay</b>	At Any Time 9am-6pm
<b>Goods Loading Bays</b>	At Any Time
	Mon-Fri 6am-11am Mon-Sat 8am-6pm
<b>Limited Waiting</b>	10am-5pm 11am-3pm 8am-6.30pm 9am-6pm Mon-Fri 10am-5pm Mon-Fri 8am-6.30pm Mon-Fri 8am-6pm Mon-Fri 8am-8pm Mon-Fri 9am-11am and Sat 8am-1pm Mon-Fri 9am-4pm Mon-Fri 9am-5pm Mon-Fri 9am-6pm Mon-Sat 10am-4pm Mon-Sat 10am-5pm Mon-Sat 10am-6pm Mon-Sat 7am-4pm Mon-Sat 8am-2pm Mon-Sat 8am-3.45pm Mon-Sat 8am-6.15pm Mon-Sat 8am-6.30pm Mon-Sat 8am-6pm Mon-Sat 8am-8pm Mon-Sat 9.15am-3.45pm Mon-Sat 9.15am-4.15pm Mon-Sat 9.15am-5pm Mon-Sat 9am-4pm Mon-Sat 9am-5pm Mon-Sat 9am-6pm
<b>No Loading/Unloading</b>	7am-10am and 4pm-7pm 7am-7pm 8am-9.30am and 3.45pm-6pm At Any Time Mon-Fri 3.45pm-6pm Mon-Sat Mon-Sat 2pm-4.15pm Mon-Sat 3.45pm-6pm Mon-Sat 7am-10am and 4pm-7pm Mon-Sat 8am-6pm Mon-Sat 8am-9.15am Mon-Sat 8am-9.15am and 3.45pm-6pm Mon-Sat 9am-6pm Sun-Thurs

Type Of Restriction	Different times throughout city restriction in place
<b>No Waiting</b>	8am-6pm 8pm-midnight and midnight-8am Mon-Fri 10am-4pm Mon-Fri 10am-5pm Mon-Fri 8am-5pm Mon-Fri 8am-6pm Mon-Fri 8am-6pm and Sat 8am-1pm Mon-Fri 8am-9.15am Mon-Fri 8am-9.30am and 2pm-4pm Mon-Fri 8am-9am and 1.30pm-4.30pm Mon-Fri 9am-4pm Mon-Fri 9am-5pm Mon-Sat Mon-Sat 10am-4pm Mon-Sat 10am-5pm Mon-Sat 3.45pm-6pm Mon-Sat 8am-1pm Mon-Sat 8am-4pm Mon-Sat 8am-5pm Mon-Sat 8am-6.30pm Mon-Sat 8am-6pm Mon-Sat 8am-8pm Mon-Sat 8am-9.15am Mon-Sat 8am-9.15am and 4.15pm-6.15pm Mon-Sat 9am-5pm Mon-Sat 9am-6pm Mon-Sat 9am-7pm
<b>Pay And Display Parking Places</b>	10am-4pm 10am-5pm 10am-6pm 6pm-midnight and midnight-8am 8am-11.59pm 8am-6pm Mon-Fri 11am-6pm and Sat-Sun 8am-6pm Mon-Sat 10am-4pm Mon-Sat 10am-6pm Mon-Sat 8am-6pm

Type Of Restriction	Different times throughout city restriction in place
<p><b>Permit Parking</b></p>	<p>11am-3pm              8am-8pm              9am-6pm              Mon-Fri 10am-11am              Mon-Fri 10am-5pm and Sat-Sun 10am-5pm between 01              Mon-Fri 11am-12pm              Mon-Fri 3pm-4pm              Mon-Fri 8am-4pm              Mon-Fri 9am-4pm              Mon-Fri 9am-5pm              Mon-Fri 9am-6pm              Mon-Sat 10am-4pm              Mon-Sat 10am-5pm              Mon-Sat 10am-8pm              Mon-Sat 12pm-2pm              Mon-Sat 2pm-3pm              Mon-Sat 2pm-6pm              Mon-Sat 2pm-7pm              Mon-Sat 5pm-midnight and midnight-9am and Sun              Mon-Sat 8am-10am              Mon-Sat 8am-6pm              Mon-Sat 9am-7pm</p>

**ON STREET PARKING REVIEW ; CONTROLLED PARKING ZONES****Objective**

**A controlled parking zone is primarily for the residents quality of life and their day to day conducting of their business, BUT it needs to carefully consider the impact of other businesses and activities in the area and to aim to achieve harmony in their co existence**

<b>Question 1</b>	<b>When should a CPZ be considered?</b>	<b>Yes/ No</b>	<b>Comments</b>
<b>Answer 1</b>	When there is evidence of difficulty parking for residents; what is the measurement for this?		
	(a) Where 40% or more of the available spaces are regularly taken by other road users ( source PCC Parking)		
	(b) Where less than 50% of residential properties have access to off street parking ( source PCC Parking)		
	(c) Where demand must be 80% or more of available parking for at least 3 hours between 8am and 8pm on two or more consecutive days per week ( source N Tyneside)		
	(d) Where the scheme is necessary to address the adverse impact from new development (source PCC Parking)		
	(e) Other? Safety?		
<b>Question 2</b>	<b>When will a request for a CPZ NOT be considered?</b>		
<b>Answer 2</b>	Where there is difficulty parking which is as a result of the amount of available parking for residents not meeting the current demand for residents parking		
<b>Question 3</b>	<b>If a CPZ meets the criteria to be considered,what is the appropriate consultation?</b>		
<b>Answer 3</b>	Consultation will always be undertaken with residents impact by proposals, however what is the appropriate model for this?		
	(a) Should the consultation take place with only residents who reside within the boundary of a considered scheme?		
	(b) Should the CPZ be street led or a larger area of the city?		
	(c) Should the consultation take place with residents who reside immediately outside of the proposed defined boundary?		
<b>Question 4</b>	<b>What are the appropriate actions and</b>		

	<b>outcomes for an effective fair and inclusive consultation?</b>		
<b>Answer 4</b>	(a) A minimum no ( or %) of responses?		
	(b) A minimum of 51% residents responding to be in favour?		
	(c) A minimum of more than 51% residents responding to be in favour?		
	(d) Other?		
<b>Question 5</b>	<b>If a CPZ meets the criteria to be considered what are the time restrictions?</b>		
	(a) 24hr 7 day week unless there is demonstrable reasons to justify why this would cause some detriment to a user of the zone?		
	(b) 8am to 8pm		
	(c) Variations to timings eg event led or localised issues		
	(d) Minimum requirement but keeping to a maximum number of variations of times		
<b>Question 6</b>	<b>The panel needs to determine operational policy for CPZ implementation</b>		
	(a) Should the number of permits be capped? If so how many?		
	(b) If capped should there be discretion for more based on the no of permits issued compared with spaces available?		
	(c) Should the permit charges be scalable increasing with the number purchased?		
	(d) Are the current charges fit for purpose? Do the permit receipts cover the costs of enforcement, admin, surveys, line markings, signage?		
	(e) Should there be vehicle dimensions restrictions to cover weight, height and length?		
	(f) How will the policy impact students? Will they participate in consultation?		
	(g) How will the policy address the issue of transport planning and closer links with Development Planning? eg Supplementary planning Guidance		
	(h) How should CPZ schemes be kept under review? Should residents be reconsulted every 1 year/ 2 years?		

## **Controlled Parking Zones in residential areas (CPZs).**

(Cllr George Wheeler March 2014)

### **Summary**

Controlled Parking Zones (CPZs) can be used for several purposes. This paper is concerned with the use of CPZs to improve the quality of life for residents of an area where outsider parking prevents them from accessing reasonable on-street parking close to their homes. The paper puts forward a policy and procedure for the introduction and review of CPZs which have this objective.

The main thrust of the policy is that these schemes are aimed at resolving a local difficulty. The solution will need to strike a balance between the competing needs of local residents and businesses and it is proposed that the people best-placed to come up with the basis of the best solution are the ward councillors working with their constituents, though it would be expected that they would take advice from professional staff.

A four-stage procedure is put forward. The first stage is the identification of a proposed CPZ boundary and the preferred controlled parking regime by the ward councillors working with their constituents. The second stage is a decision by the cabinet member on proceeding with the scheme, including funding its implementation. The third and fourth stages are carried out by the Highway Authority. The third is the formal consultation, including statutory consultation on traffic regulation orders (TROs) and if the scheme is approved, the fourth is the implementation of the scheme.

The users of on-street parking in a locality are categorised into eight classifications and three broad levels of parking regime are identified. The first stage in the procedure should reach a broad view on which type of parking regime is appropriate and which classes of user will qualify for permits.

In its final section, the paper acknowledges that the policy could lead to more CPZs with more variations of parking regime. It also acknowledges that the city already has a lot of CPZs and different parking regimes and that there is a strong case for some rationalisation. It argues that where some rationalisation is desired, it is taken through the review process recommended in this paper but with the impetus for change coming from the Highway Authority rather than the community.

### **1) Purpose of Controlled Parking Zones (CPZs)**

1.1) The CPZ scrutiny working party has received a great deal of information but there has been little so far on policy background to the use of CPZs. This paper suggests a policy and procedure for the introduction of new CPZs where the object is to bring relief to local residents in an area where outsider parking prevents reasonable on-street parking access to local residents. A procedure for the review of these CPZs is also suggested.

1.2) CPZs can be set up for a number of purposes: (i) to protect shopping, industrial or commercial areas from indiscriminate parking, (ii) to bring relief to local residents in an area where outsider parking prevents reasonable on-street parking access to local residents or (iii) for other reasons.

1.3) This paper addresses the second category, the use of a CPZ to bring relief to local residents in an area where outsider parking prevents reasonable on-street parking access to local residents. The paper puts forward a procedure for this type of CPZ. This is essentially a local matter and best resolved locally, although it does have small-scale implications for wider transport policy and its implementation is technical.

1.4) The implications for wider transport policy are (i) improved road safety conditions arising from marked parking bays which discourages drivers from parking too close to junctions or obscuring visibility at other locations, (ii) small-scale traffic reduction when some drivers switch to other transport modes if the convenient supply of free parking is withdrawn and (iii) reduced local pollution levels as traffic volumes in the area are reduced and commuters no longer tour the area looking for a space. However these effects are minor compared with the improvement in quality of life for local residents who should be able to park reasonably close to their homes or receive visits from friends or relatives arriving by private transport. Local businesses can usually benefit as well.

1.5) The object of these schemes is to strike a balance between the interests of a number of groups of people: local vehicle-owners, local residents who want to receive visits from friends and others who do not live locally, local businesses for parking by their customers and staff, other visitors to the area and people who park in the area to visit nearby areas, including people commuting to work. A classification of users is given in section 3.

1.6) A variety of levels of restriction can be used (as given in section 4). The level of restriction should be the least restrictive measure consistent with affording appropriate relief. This will minimise the inconvenience to other residents and other drivers.

## **2) Procedure.**

2.1) A four-step procedure is suggested for the possible introduction of new CPZs, given in paragraphs 2.2 to 2.5, with a review after 6 to 12 months, paragraph 2.6. A procedure for review of existing CPZs is put forward in paragraph 2.7.

2.2) Since the object is one of avoiding local inconvenience, it is suggested that the formulation of the solution is best done locally, by the ward councillors and their affected residents. Ward councillors will be made aware of problem parking areas by their constituents who have difficulty in parking. Drivers who have difficulty in parking near their homes are not likely to be reticent in telling their councillors about it. Discussion between the ward councillors and residents needs to identify the boundary of the CPZ and the level of restriction to be imposed. Appropriate advice would be taken from professional transport staff but a recommendation to the cabinet member will be put forward by the ward councillors. The recommendation will address the boundary of the CPZ and the level of restriction to be imposed.

Before taking this process too far, it would be wise to ascertain from the cabinet member whether the scheme is likely to proceed. Otherwise, the hopes of the community could be raised only to go unfulfilled.

If any expenditure is needed during this process e.g. for any costs of meetings or publicity, this must be sourced locally, from Living Streets fund, community grant or other funding source available to ward councillors. At the end of this stage there will have been no formal



consultation over a proposal but the ward councillors should be reasonably confident of the proposal receiving majority support if it is subject to formal consultation.

Past investigations have sometimes been accompanied by surveys. It is the experience of the author that these surveys have achieved little beyond confirmation of the residents' identification of the problem. They have resource implications and if a survey is to be undertaken, its funding needs to be identified.

2.3) The cabinet member needs to take several decisions before taking the proposal further: does it conform with general policy and will there be funding for implementation should the proposal? As long as professional advice has been sought and followed in step 1, the proposal should conform to policy. One aspect of policy that is particularly relevant is whether the level of restriction is the least restrictive consistent with providing appropriate relief. There may be a temptation to apply a more restrictive measure than necessary which could disadvantage local businesses or residents who want to receive visitors without paying for a permit for every visit.

Funding can come from central sources (LTP allocations, S106/CIL if appropriate, parking revenues or others) and/or local sources (Living Streets, community grant or other). If funding for formal consultation and implementation cannot be identified, the proposal should not be taken further. There is no point in carrying out formal consultation unless the scheme will be implemented if it is supported in the consultation.

2.4) If funding is identified and the proposal conforms to policy, the Highway Authority should put the proposal to formal consultation, including the statutory consultation on traffic regulation orders (TROs). The cabinet member has the responsibility for interpretation of the consultation result, though discussion with ward councillors would be expected. Consultation is not limited to residents of the CPZ but the views expressed by them are likely to be given greater weight than the views of non-residents. The views of car-owning and non-car-owning residents should be given equal weighting. A clear majority of residents should be in support of the proposal for the project to be implemented.

2.5) If approved by the cabinet member, the scheme will be implemented by the Highway Authority.

If a proposal for a CPZ is rejected by residents of the area, it could indicate that the chosen boundary was wrong. There could be a problem in part of the area but it may be less extensive than envisaged at the first stage. There is nothing to prevent a different scheme with a different boundary being put forward at a later date.

2.6) It is suggested that a CPZ should be reviewed informally after it has operated for six to twelve months. If the local community is not satisfied with the operation of the CPZ, it could indicate that the wrong parking regime has been chosen. If the level of restriction turns out to be too great or too lax, it can be reviewed by identifying a different restriction through the process in step 2.2 and then undertaking steps 2.3 to 2.5. The formal consultation could lead to a change in the operating times and permit qualification. However the expense of making TROs and of street-marking will not be repeated.

2.7) A review of an existing CPZ is in essence the same as that for the introduction of a new CPZ. It should be undertaken if the CPZ community believes the current scheme no longer serves its purpose - they will tell the ward councillors. The first stage should be a review by

ward councillors and residents as in step 2.2. If a problem is identified, recommendations for alterations to the CPZ boundary or the restriction regime should be made to the cabinet member who would take the process through steps 2.3 to 2.5 as for a new CPZ. The expense of a change to the restriction regime is likely to be less than a change which involves changes to TROs.

### **3) Classifications of parking users.**

For purposes of allocating permits in a CPZ, users of on-street parking spaces are divided into eight classifications:

- (3.1) vehicle-owners residing in the CPZ but not in non-qualifying properties,
- (3.2) friends, relatives or acquaintances visiting residents of the CPZ, but again excluding people living in non-qualifying properties,
- (3.3) professional or trades people, including care staff, visiting any resident of the CPZ,
- (3.4) businesses in the CPZ for parking by their customers,
- (3.5) businesses in the CPZ for parking by staff who regularly use their vehicles for the business,
- (3.6) businesses in the CPZ for general staff parking,
- (3.7) other visitors to the area and
- (3.8) vehicle-users who park in the area to visit adjacent areas, including people commuting to work.

Non-qualifying properties are defined through the planning process. When planning permission for a new property or a change of use of a property is granted, the property may be excluded from qualifying for permits within an existing CPZ if there is one, or from a future one if one comes into being at a later date.

### **4) Levels of Restriction.**

4.1) Three levels of restriction are recommended, a short-term restriction, a restriction for the working day and a 24-hour, 7-day restriction. Some classifications of user qualify for permits in all three levels:

Group 3.1 users are able to purchase permits for use in the CPZ. In areas where there are too many residents' vehicles for the available spaces, a system restricting the number of permits to any household could be considered. The method of allocation would need to be clearly defined to prevent staff who issue the permits from being put under pressure to decide who would get the permit. There are no such schemes in Plymouth currently.

Group 3.2 users can use a visitor permit. These are permits that can be purchased by residents of the CPZ, other than residents of excluded properties.

Group 3.3 users are classed as essential users and can purchase permits to cover all areas.

The three levels of restriction apply to the other classifications of parking users (classifications and are as given in sections 4.2 to 4.4 below. 4.2 is a short period of restriction and is the least restrictive; 4.3 is a restriction for the working day and 4.4 is a 24-hour restriction and is the most restrictive. In each case, the details of the scheme would be customised to suit local circumstances.

4.2) A short period of restriction, often one hour, during which vehicles without permits would be subject to penalty. Permits are likely to be granted to classifications 3.5, 3.6. Residents could purchase daily permits for use during the period of restriction by classification 3.2. The aim is to prevent all-day parking by anybody other than by local residents or their visitors but to impose the minimum inconvenience to everybody else, including particularly customers of local businesses (class 3.4). Some limited waiting could be provided to cater for the latter who arrive during the period of restriction.

4.3) A restriction over the working day with permits granted to 3.1, and some of 3.5 and 3.6. Residents could purchase daily permits for use by classification 3.2. This restriction is effectively a family of restrictions with varying timings and permit eligibility.

The restriction time can vary to suit local circumstances. For example, on the Hoe, the start time could be 10.00 a.m. to allow hotel guests to park on-street and leave without penalty. The finish time can also vary, depending on the interaction between returning residents and parking pressure from non-residents.

Some spaces will be available for limited-period waiting for classification 3.4. These spaces will probably be shared so that they are available to both permit holders and for limited waiting; the latter may be free or subject to a charge. Permit eligibility for classifications 3.5, 3.6 will depend on availability of spaces.

4.4) A 24-hour, 7-day restriction. This would apply in areas under the most acute parking pressure and parking is likely to be restricted to permit-holders and visitor-permits only, classifications 3.1 and 3.2. This allows no facility for non-resident parking so local businesses would not have on-street parking. Some limited waiting might be provided for business customers.

## **5) Too many different schemes.**

It is evident from the above that if this policy is accepted, there will be a large number of CPZs and a variety of parking regimes. It is accepted that a smaller number of schemes would be administratively convenient and a reduced variety of parking regimes would be more easily understood by visitors to an area. However, this paper argues that these schemes are intended to solve local problems which are different in every location. The most important factor for success is whether the right balance is struck between the competing needs of local residents and businesses. The critical issue is whether the right boundary and the right parking regime for the CPZ has been identified by the ward councillors working with their constituents.

There is however a strong case for rationalisation of the current number of CPZs and the different parking regimes. Proposed new CPZs could become extensions to existing schemes rather than new CPZs. In any review of existing schemes, the potential for rationalisation should be a factor.

If there is a “policy” desire for rationalisation of schemes rather than a resident-led request, it is essential that the local communities should be engaged in the process and support it. The same procedure for review should be adopted although the impetus for the review would come from the Highway Authority rather than the local community.

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Amendments to draft paper on CPZs.

(GW, 7 April 2014)

1) Changed title:

**Controlled Parking Zones in residential areas (CPZs).**

A Draft Policy

(Cllr George Wheeler V2 April 2014)

2) Changed third paragraph of summary:

A four-stage procedure is put forward. The first stage is the identification of a proposed CPZ boundary and the preferred controlled parking regime by the ward councillors working with their constituents. **Criteria are set out for establishment of a CPZ. If the requirements do not suit these criteria, another solution should be sought.**

3) Changed section 2.2:

2.2) Since the object is one of avoiding local inconvenience, it is suggested that the formulation of the solution is best done locally, by the ward councillors and their affected residents. Ward councillors will be made aware of problem parking areas by their constituents who have difficulty in parking. Drivers who have difficulty in parking near their homes are not likely to be reticent in telling their councillors about it. Discussion between the ward councillors and residents needs to identify the boundary of the CPZ and the level of restriction to be imposed. Appropriate advice would be taken from professional transport staff but a recommendation to the cabinet member will be put forward by the ward councillors. The recommendation will address the boundary of the CPZ and the level of restriction to be imposed.

**Criteria are offered for the establishment of new residential CPZs. (Section 5). The object must be to restrict on-street parking by a lower-priority classification of user to make on-street parking more available for higher-priority classifications. If the problem is one of blocked driveways or garage entrances or other obstructions, the solution should be based on white bar markings, limited waiting or other TROs, not through a CPZ.**

Before taking this process too far, it would be wise to ascertain from the cabinet member whether the scheme is likely to proceed. Otherwise, the hopes of the community could be raised only to go unfulfilled.

**The expenditure that is needed during this process e.g. for any costs of meetings or publicity, must be sourced locally,** from Living Streets fund, community grant or other funding source available to ward councillors. At the end of this stage there will have been no formal consultation over a proposal but the ward councillors should be reasonably confident of the proposal receiving majority support if it is subject to formal consultation.

Past investigations have sometimes been accompanied by **on-street surveys of usage of the available parking spaces**. It is the experience of the author that these surveys have achieved little beyond confirmation of the residents' identification of the problem. They have resource implications and if a survey is to be undertaken, it's funding needs to be identified. **Surveys of the likely number of permit applications and parking availability are likely to be needed.**

4) Changed section 2.5: add at end

**subject to the availability of resources.**

5) New section 5, renumber old section 5 as 6.

**5) Criteria for the establishment of residential CPZs.**

**(See Gill Peele's paper on potential criteria)**

**6) Too many different schemes.**