



#plymreview

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SCRUTINY - COOPERATIVE SCRUTINY REVIEWS

CONTROLLED PARKING ZONES (ON STREET PARKING)

Meeting dates:

	1	2	3	4	5 - NEW	6 - NEW
Date	16 December 2013	6 January 2014	6 February 2014	17 February 2014	20 March 2014	17 April 2014
Time	3pm	3pm	4pm	3pm	3pm	3pm
Venue	Council House	Council House	Council House	Council House	Council House	Council House

Members:

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

Please be advised that a further two meetings have been arranged on 20 March 2014 at 3pm and 17 April 2014 at 3pm in order for Members to continue considering the Controlled Parking Zones (On Street Parking) review.

Members are invited to attend the above meeting to consider the items of business overleaf.

Tracey Lee

Chief Executive

SCRUTINY - COOPERATIVE SCRUTINY REVIEWS

PART I - PUBLIC MEETING

AGENDA

1. APOLOGIES

To receive apologies for non-attendance submitted by members.

2. DECLARATIONS OF INTEREST

Members will be asked to make any declarations of interest in respect of this agenda.

3. CHAIR'S URGENT BUSINESS

To receive reports on business which, in the opinion of the Chair, should be brought forward for urgent consideration.

4. COOPERATIVE SCRUTINY REVIEW - CONTROLLED PARKING ZONES (ON STREET PARKING)

The panel will consider the various documentation and information submitted as well as hear from a number of witnesses throughout the review process –

4.1. COOPERATIVE REVIEW REQUEST FORM

4.2. COOPERATIVE REVIEW PROJECT PLAN

4.3. BRIEFING REPORT

The panel will receive a briefing report which will set the scene for the cooperative review.

4.4. WITNESSES

(Pages 1 - 2)

Witness information will be published during the course of the review –

4.5. BACKGROUND INFORMATION

(Pages 3 - 10)

4.6. SITE VISITS/ OBSERVATIONS

4.7. BENCHMARKING DATA

(Pages 11 - 12)

4.8. SUMMARY AND REVIEW

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

5. EXEMPT BUSINESS

To consider passing a resolution under Section 100A(4) of the Local Government Act 1972 to exclude the press and public from the meeting for the following item(s) of business on the grounds that it (they) involve the likely disclosure of exempt information as defined in paragraph(s) of Part I of Schedule 12A of the Act, as amended by the Freedom of Information Act 2000.

PART II - PRIVATE MEETING

AGENDA

MEMBERS OF THE PUBLIC TO NOTE

That under the law, the panel is entitled to consider certain items in private. Members of the public will be asked to leave the meeting when such items are discussed.

NIL.

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COOPERATIVE SCRUTINY REVIEW

Controlled Parking Zones (On Street Parking)

Witness statements - continuation



Neighbourhood Liaison Officer for Morice Town	<p>Home Zone Area</p> <p>This area was a pilot programme set up by the Department of Transport with involvement with Morice Town Community Advisory Group and the scheme was completed in 2003.</p> <p>The home zone proposal was initially set up as a road safety initiative but went on to evolve as a regeneration project. Morice town has evolved since this was put in place with many of the residents who were consulted no longer living in the area.</p> <p>Parking issues have been raised as a priority for the past 4 years at the Neighbourhood meetings. Some residents are in favour of introducing permit parking, however consultations surveys which have taken place during the past 4 years has not provided a clear decision for or against permit parking.</p> <p>Residents are unwilling to pay for a permit when there are few parking places.</p> <p>Initial issues of parking relating to staff from Babcock and MOD using the streets to park vehicles has been monitored and a good working practice between them has been established and the number of vehicles now parking in the area has been reduced.</p> <p>St Leo Place</p> <p>Mix match of parking signage on road – unclear information.</p>

Clarence Place

Number of driveways created with and without drop kerbs. These can now take up at least 2/3 on street parking spaces. Clarence Place is one of the original streets within Morice Town but has had little money spent on its improvement

The original plan of Morice Town Home Zone was to reduce the pavement on one side and increase the other. When this was introduced it increased parking problems in the street and the resident bays were marked half on the pavement and half on the highway. Causing damage to resident's vehicles.

The current courtesy lines have no legal standing However if a vehicle is parked across a drop curb and the resident is unable to exit his property it can then be reported and a ticket issued by enforcement. Although the idea of the courtesy lines is relying upon neighbours goodwill when parking, in reality if access is required 2/3 times in an evening it can then become disruptive and not practical use of a parking space. The current courtesy lines sit within resident parking bay lines also which causes confusion.

Balfour Terrace/ Charlotte Street

Constant issue of inconsiderate parking which could cause an accident for young children going to and from School issue raised by PCSO and two separate walkabouts are planned prior to Road Safety Week (3 March 2014).

Additional Housing built in Charlotte Street has encouraged more on street parking which can be classed as inconsiderate and due to there being no clear "pavement" pedestrians are having to negotiate around these vehicles and out into oncoming vehicles.

We have on two occasions erected traffic boxes on Charlotte Street, the median speed has been 12.5mph which was fed back to the neighbourhood meetings, any double yellow markings have been responded to by Amey and have been reinstated.

Healy Place

Issue with business vehicles parking on double yellow lines, but as CEO's are required to allow an observation period of 5 minutes for private vehicles and 15 minutes for commercial vehicles before a PCN can be issued. This means that in many cases a driver will return to the vehicle before issue takes place.

CONTROLLED PARKING ZONES (ON STREET PARKING) REVIEW



DEVELOPMENT GUIDELINES SUPPLEMENTARY PLANNING DOCUMENT

At the 17 February 2014 Controlled Parking Zones (On-Street Parking) Review meeting Members' requested information on the Supplementary Planning Document.

Section 8.5 of the document, relating to Controlled Parking Zones, is attached to the agenda for the Panel's information however the entire document can be accessed via the following link:

http://www.plymouth.gov.uk/dgs_planning_document.pdf

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- A site audit report giving a description of the site and information on how the site is accessed by all modes of travel
- An action plan to address and promote sustainable travel to and from the site covering staff, customers and visitors (and pupils and parents in connection with a school travel plan)
- A monitoring strategy which provides a methodology and schedule for monitoring travel to and from a development site by all modes of travel. This also includes modal share targets agreed by the Council
- A commitment to operating the travel plan, to working with the relevant Council travel plan officers and providing relevant data on modal share targets.

8.4.5 It is the responsibility of the developer/organisation to appoint a travel plan coordinator who will develop, implement and monitor the success of the plan in conjunction with the Council. Where appropriate, the developer/organisation will be required, with support from the travel plan coordinator, to use the Council's web-based travel plan assessment and monitoring system, called "iTRACE". If a travel plan is requested, the developer/organisation is obliged to make contact with the Council's Travel Plan Officers within the Sustainable Transport Team at the earliest possible opportunity so that advice on the appropriate content for the plan can be sought.

8.4.6 Travel plans, where appropriate, should be linked to a Transport Assessment and Car Park Management Plan to show how car parking spaces will be managed. This may be for reasons of land efficiency, accessibility, restriction of overflow parking, etc., as well as for sustainability and the simple economics of the site operation.

8.4.7 The Car Park Management Plan should be included within the travel plan for the development and may also be a condition of planning permission. This should include intentions for future charging for staff parking, specifications for the operation of the car park, allocation of spaces, operating hours, and other details that affect the use of the car park. For example, only a limited number of spaces may be made available before 10 am, reserving the remainder for non-commuter use later in the day. This may be of particular significance when parking spaces are shared between developments, or within a mixed use development.

8.5 Controlled parking zones

8.5.1 The introduction of a controlled parking zone (CPZ) should be a last resort within any new development; improvements to more sustainable modes should be the primary consideration. However, a CPZ may ultimately be required to ensure parking is managed appropriately. Factors that should be considered when deciding to introduce a CPZ are:

- Propensity of cars to overspill from a nearby employment area / leisure facility / retail area
- On-street parking and the absence, or otherwise, of controls

- Whether there are nearby public car parks, and
- The potential for shared parking.

8.5.2 A proposal within a CPZ which operates at least 6 days a week and more than 6 hours a day could be acceptable without the provision of off-street parking.

8.5.3 Occupants of new developments within an existing CPZ will not be issued with permits in accordance with the Plymouth Joint Highways Committee Report recommendation of May 1997. It must be checked that there are no adjoining areas where on-street parking could take place to the detriment of others.

8.5.4 Within a shorter operating CPZ, a contribution must be made in that the developer will have to:

- Provide some off-street car parking (application of maximum standard for private residential or up to 50% of the maximum for student accommodation) or
- Pay monies / provide engineering work to restrict on-street parking or
- Apply parking management techniques to their development which ensures no on-street parking will take place.

8.5.5 For major developments it may be appropriate for the development to fund the costs of consultation and implementation to change the short hour CPZ into long term zones.

8.5.6 Where the extension (operating hours or geographic scope) or introduction of a CPZ is not publicly acceptable, alternative mitigation measures will need to be considered which could include engineering works or contributions towards more sustainable transport modes.

8.6 Methodology for calculating accessibility

8.6.1 The Council has produced accessibility maps using the Accession software which are to be used to determine the accessibility of each site (see example in Diagram 8.1).

8.6.2 These maps show the percentage of Plymouth residents that live within a 30 minute travel time by public transport and/or walking of each location. The travel time is defined as up to a 400 metre walk to a bus stop, in-vehicle bus time and a maximum 400 metre walk to end destination at an appropriate time of day. Sites further than 400 metres from a bus stop are not considered to be accessible. Sites are assessed from 0% accessibility to over 80% accessible.

8.6.3 These maps form part of the evidence base for the Car Parking Strategy of Plymouth's current Local Transport Plan and are updated on an annual basis to ensure changes to public transport routes / times / frequencies are incorporated.

8.6.4 The following steps should be taken to determine the maximum car parking standard for a particular development:

1. Calculate the site's 'accessibility per cent score'. This is taken from the nearest point(s) on the appropriate accessibility map. Then subtract this score from 100 to calculate the site's accessibility.
2. Add 20%.
3. Multiply this percentage by the maximum car parking standard identified in Table 8.3.

8.6.5 It should be noted that these maps are not site specific and a more detailed consideration may be required. The accessibility on the maps is given as a band. The mid point of the band should be used unless there is evidence to the contrary. This evidence may include a lower or higher accessibility level on the adjoining point with the site somewhere between the two.

For example, site X is a supermarket development with a GFA of 2500 m². The parking standards in Table 8.3 would enable the site to have a maximum of 179 parking spaces (1 space per 14 m²).

This would require the development to provide –

- 11 disabled parking bays (based on current standards)
- 7 motorcycle spaces for employees and at least 2 for customer parking

These are calculated before adjustments are made.

The total maximum number of car-parking spaces allowed would then be adjusted as follows –

The site has an accessibility score of 55% which gives it an accessibility of 45% (100 – 55). However, the adjustment is less than this because of the 20% 'additional' allowance -

65% of 179 (45%+20%) = 116 spaces.

This includes disabled spaces, so a maximum of 105 spaces could be provided for other car-parking.

Cycle parking (using the standards set out in Table 8.4) would require a minimum of 7 spaces for employees (based on size rather than number of employees) and at least 5 spaces for customers.

8.6.6 The maps are based on current public transport services. Any applicable likely future changes to accessibility, such as a likely HQPT link, must be considered at this point. Future accessibility maps will be developed to enable this to occur with ease. Until this time, applicants need to take a realistic view of the potential for improvements to take place following discussions with the Council's Development Management team (Transport). The maps will be updated regularly to take account of service changes in the short term.

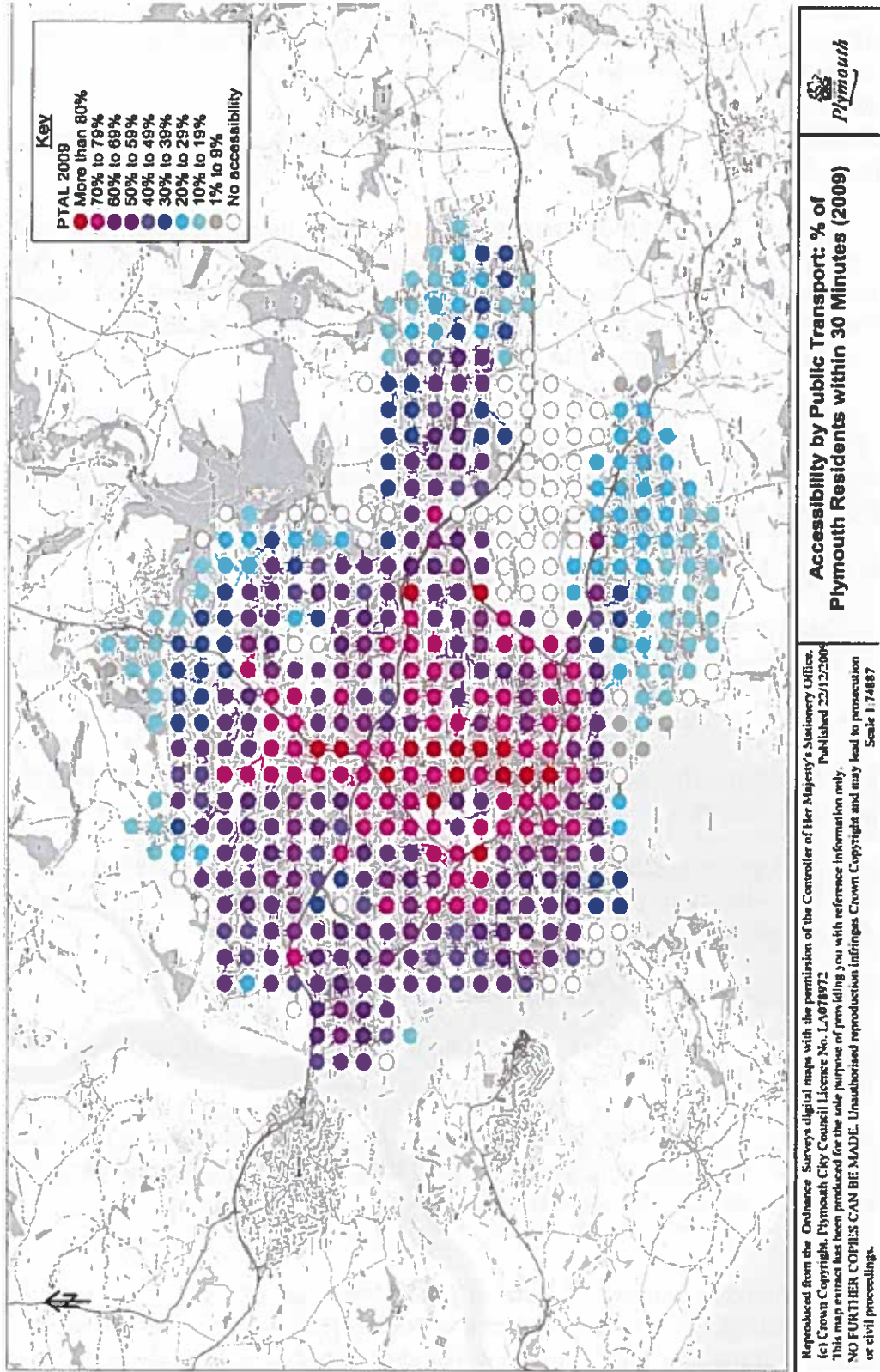


Diagram 8.1 - Public transport accessibility levels in Plymouth, 2009

8.7 Further information on parking standards and travel plans

8.7.1 *The design of car-parking and cycle parking should comply with guidance in the Manual for Streets (2005) available on www.communities.gov.uk.*

8.7.2 *The Council's Parking Strategy can be accessed at <http://www.plymouth.gov.uk/proltparking.htm>*

8.7.3 *Government guidance on parking is set out in PPG13 (2001) Transport and PPS3 (2006) Housing which are available on www.communities.gov.uk.*

8.7.4 *Cycle parking should be provided in line with Cycling England guidance.*

Cycling England guidance can be found on the following website – www.dft.gov.uk/cyclingengland

8.7.5 *More information and guidance on travel plans can be found on the Sustainable Transport Team's web pages at:*

www.plymouth.gov.uk/workbasedtravelplans

www.plymouth.gov.uk/schooltravelplan

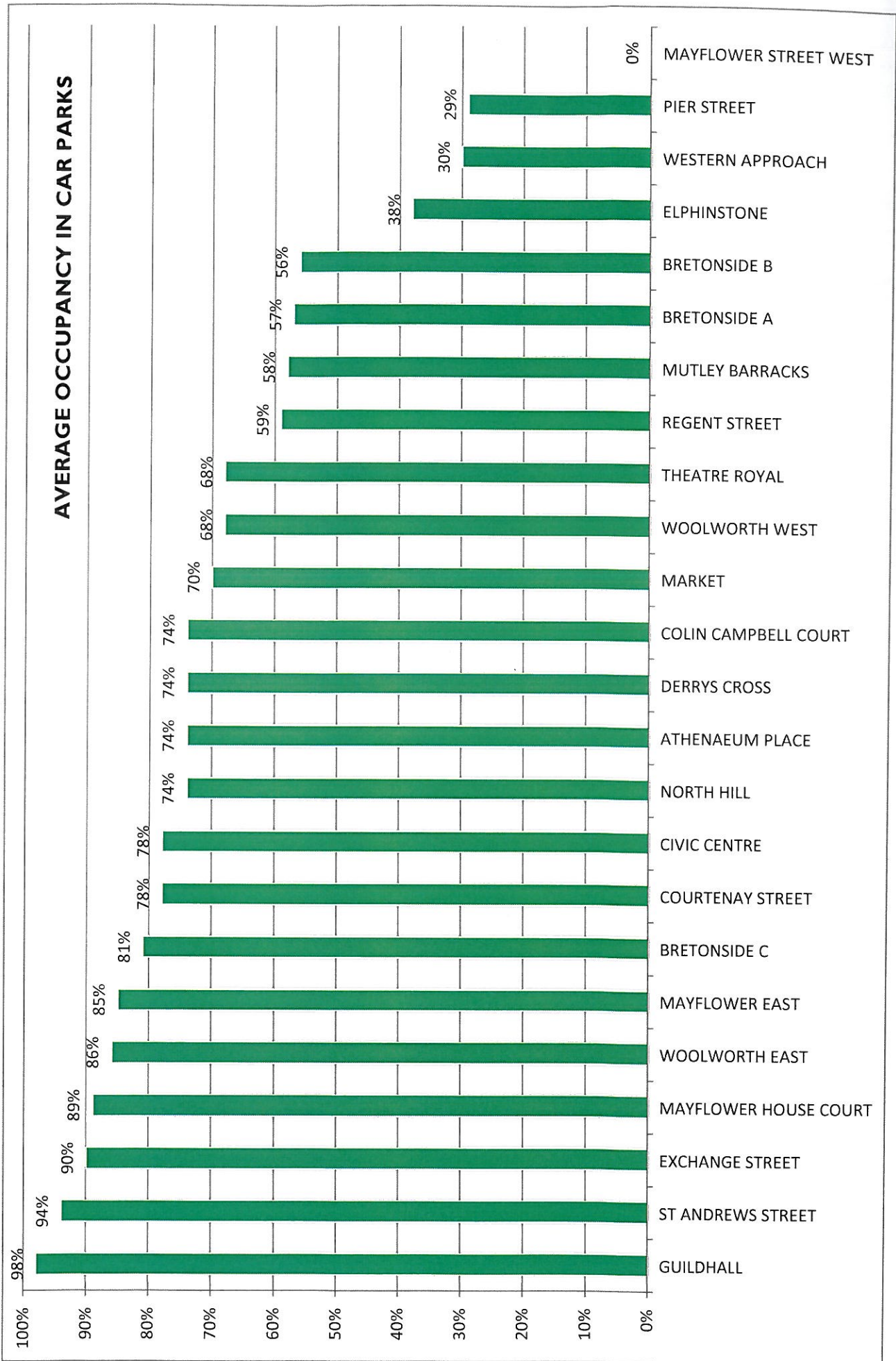
Telephone: 01752 304585/5417

Email: publictransport@plymouth.gov.uk

Further information is also available at: www.dft.gov.uk/pgr/sustainable/travelplans

8.8 Checklist for applications: parking standards and travel plans

- Does the application comply with the Council's standards for car-parking, cycle-parking, motor-cycle parking and disabled parking?
- Is a travel plan required and does it comply with the Council's guidance?
- For non-residential developments, is a Car Park Management Plan included?



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