

St Budeaux Controlled Parking Zone:

Background in brief:

- Requests and preliminary proposal for a CPZ go back to 2003 but not proceeded with.
- Subsequent application by Lidl on nearby car park resulted in a planning condition to investigate whether a CPZ required following consultation responses from local residents and ward members – 2007
- The original rationale was to prevent existing all day commuters in the lost car park from using nearby residential street
- £32,000 was made available in two equal sums to:
 - Determine if a Controlled Parking Zone was required
 - Implement a Controlled Parking Zone if required
- Preliminary consultation and surveys were carried out and a report presented to the Local Area Committee in November 2008 proposed that the scheme should not be pursued.
- Following a request from the Local Area Committee a smaller scheme was requested to be looked at covering Percy Street, Tresluggan Road and Trelawney Avenue
- Upon further review, a scheme was advertised for 4 streets as below

Controlled Parking Zone Design:

- Percy Street was not included in the scheme due to its distance from the rest of the zone
- Following Plymouth City Council's Controlled Parking Zone policy provision had to be made for both residents vehicles and short term visitors to the local shops and businesses (Limited waiting)
- The zone was expanded to include provision for displacement parking in the adjacent streets of Colebrook Road and Heybrook Avenue.

Consultation Responses:

During the TRO consultation we received:

- 2 formal objections from Local Ward Members
- 1 letter of concern from a local business highlighting the need for shopper parking
- 8 letters of objection
- 2 letters of support
- 1 petition with 73 signatures (Suggesting that the majority of residents wanted "Permit Holder Only" parking).

Recommendation:

It would appear that many residents are looking for a scheme that removes all but permit holders from their street. A permit parking only scheme risks damaging the local shops and traders who have a desire for their customers to park locally. Therefore it would be against our policy guidelines to implement such a scheme in this area.

Evidence from the 2008 survey and as stated in the November 2008 report (proposing no further action) would suggest that there is still parking capacity within the area throughout the day, this is supported by recent officer visits and observations of the area. Therefore at this stage it is recommended that the scheme is abandoned.