

## PLYMOUTH CITY COUNCIL

**Subject:** Update on the On Street Parking Review  
**Committee:** Growth & Prosperity Overview & Scrutiny Panel  
**Date:** 20 February 2013  
**Cabinet Member:** Councillor Coker, Cabinet Member for Transport  
**CMT Member:** Director for Place  
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**Ref:**  
**Key Decision:** N  
**Part:** Part I

### 1. INTRODUCTION

1.1. This report seeks to update the Scrutiny Committee on the On Street Parking review as requested at the Scrutiny Committee of 19<sup>th</sup> July 2012.

### 2. BACKGROUND

- 2.1. In September 2010 Plymouth Transport and Infrastructure initiated a review of on street parking in Plymouth.
- 2.2. The review was undertaken in response to growing pressures with On Street parking and was centred around establishing what works well, what doesn't work well and where opportunities existed to deliver improvements in on street parking.
- 2.3. The review included consultation with both residents and businesses on their views as to what they thought worked well, what didn't work well and where opportunities existed for improvements.
- 2.4. The review specifically focused on Controlled Parking Zones (CPZ's), areas where parking is in greater demand; however the review also recognised the challenges which exist within other areas of the city.

### 3. CURRENT POSITION

- 3.1. A report was presented to the Scrutiny Committee on 19<sup>th</sup> July 2012 highlighting key areas of the review summarised below: -

### ***Controlled Parking Zone (CPZ) Policy***

- 3.2. There is no defined policy setting out the criteria for when an area should be considered for a CPZ. The absence of such a policy has, over time, led to a 'piece meal' approach to the introduction of CPZ schemes resulting in inconsistency with highway restrictions across the city.

### ***Demand versus Availability***

- 3.3. As with many other cities Plymouth has seen car ownership increase over the years whereas it hasn't been possible, nor practical, to build new roads and streets to accommodate them. Many of Plymouths CPZ's are known to over-subscribed; in some cases oversubscribed in excess of 300%.
- 3.4. Plymouth City Council does not currently restrict the number of permits available to any property. The only restriction, in the form of an exclusion from permits, relates to when planning permission is sought to re-develop, change to multi occupancy or make any other such change which may increase demand for parking.

### ***CPZ Timings and Confusion***

- 3.5. Plymouth currently has 53 CPZ's, far above many other comparable cities, and 22 variations to the timings of when the restrictions apply. Only 2 of these CPZ's apply restrictions on Sundays. The parking survey, together with frequent casework highlights that the current variations and timings of CPZ's are cause for confusion, complaint and significant frustration amongst residents.

### ***Inconsiderate and Dangerous Parking***

- 3.6. Current demand for parking is a significant contributing factor when looking at the reasons for inconsiderate and/or unsafe parking; this includes parking in a manner to cause obstruction to other vehicles, including buses, and places pedestrians at risk who have to enter the road due to vehicles parking on pavements.

### ***Balance of Parking Provision***

- 3.7. Considering the balance of on street parking across the city, that being the type of parking and the amount of parking within a defined area, there are a number of areas whereby there is an underuse of one type of parking together with other types of parking bays where demand exceeds availability (i.e. a street of under used pay and display bays and a street of residents bays where the number of cars exceed the available residential parking bays).

### ***Business Parking***

- 3.8. The majority of businesses advised they were satisfied with parking however some businesses also indicated that they would like greater flexibility; such as a permit which allowed employees to park longer, the ability to park outside their business and to enable their customers and clients to use permits.

## **4. UPDATE/NEXT STEPS**

- 4.1. The following has been undertaken, implemented and/or is subject to further analysis, in relation to the on street parking review: -

### ***Controlled Parking Zone (CPZ) Policy***

- 4.2. Draft proposals are currently being modelled in relation to criteria which determines whether an area be considered appropriate for the application of a CPZ. The criteria is built around: -
- 4.2.1. Where a defined area has greater demand for on street parking than there is availability of parking;
- 4.2.2. Where a development/facility brings about additional parking pressures on an area that, in the absence of the development/facility, may otherwise not have issues with parking demand and availability (i.e. increased vehicles on football match days)
- 4.3. Current CPZ's are also being reviewed in respect to draft criteria for CPZ's together with areas known to have parking challenges linked to demand and availability but which are not subject to a CPZ.
- 4.4. Concluding this exercise the final proposals will be presented to the Cabinet Member for Transport in April 2013.

### ***Demand versus Availability***

- 4.5. Analysis of Plymouths CPZ's has identified a number of opportunities for improvement to some issues around parking demand and availability through redressing the balance of parking.
- 4.6. Analysis has been undertaken in respect to the type of on street parking provided together with analysis of how often this is used. Analysis of usage data has identified where some parking bays could either be changed to another type in greater demand or changed to a 'shared use' where the bays can be used for more than one purpose.
- 4.7. As part of this review Houndiscombe Road, Gordon Terrace, Walker Terrace, Great Western Road, Radford Road, Prospect Place, Napier Terrace, Alton Road and Evelyn Place have all been amended to 'mixed use' where, whilst remaining pay and display bays, residents may also park within these bays displaying their residents parking permits.
- 4.8. A further range of streets are currently under consideration and data is being modelling to determine the viability of extending the 'shared use' approach further.
- 4.9. As a result of work underway to increase the available parking through more efficient use of the road network there are no immediate plans to propose introducing caps on the number of permits issued to properties; this option may however be reviewed at a later date.

### ***CPZ Timings and Confusion***

- 4.10. The current timings of CPZ restrictions are cause for significant frustration by residents which has been a common concern throughout the on street parking review.
- 4.11. Whilst various CPZ's were introduced many years ago in response to specific parking challenges the on-going development of the city over the years has seen needs change and a number of the current CPZ's do not have restrictions to meet current parking challenges. The absence of appropriate restrictions both frustrates local residents but also leads to an inefficient enforcement.
- 4.12. Modelling is currently being undertaken to determine, on an area by area basis, the impact of standardising and simplifying the restrictions of CPZ's and ensuring the restrictions applied meet the current requirements of the residential areas.

- 4.13. As one example, West Stonehouse comprises of CPZ's TA, TB and TC where restrictions apply between 10am to 5pm Monday to Friday and Saturdays and Sundays between 1<sup>st</sup> April and 30<sup>th</sup> September. The development of Royal William Yard continues to be an asset to the City however the popularity of the area has brought about a number of challenges to parking for the local residents. Visitors to Royal William Yard frequently park within residential areas of West Stonehouse when the restrictions of the CPZ do not apply. This is a particular concern during evenings and weekends where many residents experience great difficulty in parking.
- 4.14. In this example the CPZ requires to be amended so that the restrictions apply 24/7. Proposals are being brought forward to consult on implementing such changes.

#### ***Parking Permit Exclusions***

- 4.15. In September 2012 Plymouth City Council adopted the new 'Article 4 Direction' that required that HMO's of 3 or more unrelated tenants were required to obtain planning approval from the Council. Prior to this planning approval was required only where 7 or more unrelated tenants were required to obtain planning approval.
- 4.16. As a result of the changes to HMO's there are no current plans consider any changes to the current policies in relation to exclusions from permit schemes. We will however be reviewing the impact that changes to the planning process for HMO's after the first year of the change.

#### ***Inconsiderate and Dangerous Parking***

- 4.17. The inability to park is one of the key reasons behind why some motorists choose to park inconsiderately and, in some cases, to park dangerously. There is, unfortunately, no easy or simple solution to solve inconsiderate parking.
- 4.18. Through delivering some of the proposals set out above, such as increasing available parking through the redressing the balance of parking and implementing changes to the timings of CPZ restrictions, we would expect to lead to a reduction in inconsiderate parking. It is however not realistic to think that these measures would solve inconsiderate parking outright.

- 4.19. We are continuing to review the restrictions and enforcement powers available to the Council and will be balancing measures to reduce demand versus availability issues, through measures explained previously to improve the balance of parking, whilst continuing to use our existing powers of enforcement and traffic orders to tackle inconsiderate and dangerous parking.

***Businesses Parking***

- 4.20. Following the feedback from businesses, specifically those businesses which expressed the need for a permit providing greater flexibility and more suited to their business need, a new 'Business Support Permit' was introduced earlier in 2012 which provides greater flexibility than any existing, or previous, business permit Plymouth City Council previously offered. These permits are not in use by a number of businesses in the Plymouth.