

# COOPERATIVE SCRUTINY REVIEW

Controlled Parking Zones (On Street Parking)

Witness statements



Gary Streeter MP	'Not aware of too much pressure to introduce more schemes like this in Plympton/ Plymstock but am grateful for the opportunity to comment'
Alison Seabeck MP	<p>'I am pleased that Plymouth City Council are carrying out a review into the current parking situation and the operational efficacy of Controlled Parking Zones. I welcome the opportunity to comment and share my views and experiences.</p> <p>Parking is an issue which certainly makes the top 10 of my postbag and is also regularly raised when I knock on doors. I have particularly been picking up concerns about parking problems in residential areas which are close to large public buildings, such as Derriford Hospital or Crownhill Police Station. When canvassing the area around Derriford Hospital, i.e. Rogate Drive and Challock Close, concerns were raised that Marjon and hospital staff were parking in residential roads and thus exacerbating the already tight parking situation. In a spot survey I asked constituents whether they thought that a residential parking permit might help. The outcome at the time was 50:50.</p> <p>Equal concerns were raised with me around Crownhill Police Station, with staff using residential parking in the area.</p> <p>Other regular concerns involve parking and drop-off points at schools, the blocking of driveways, parking on double yellow lines (particularly in the area around West Park shops/Parade Road) and associated lack of enforcement. Others have also raised issues around access and egress for emergency vehicles where there was tight and/or inconsiderate parking.</p> <p>No doubt, asking residents to pay for residential parking would not be a popular suggestion and if a scheme were to be implemented, it would only be as good as its enforcement – which is something many of my constituents feel is almost non-existent. There would have to be careful weighing up whether the benefits outweigh the costs and operational effort. However, given the generally rising number in vehicles in roads which were not built with that in mind, a long-term solution may only be possible when considering residential parking permits. Any scheme would have to be a low cost one and ideally offset against other measures so as to not penalise residents too harshly.'</p>
Councillor John Smith	'Not aware of any issues in the Southway ward.'
Councillor Rennie	Believes they have already been raised by Councillor Nelder.
Councillor P Davey/	'We have a consistent issue with residents in Whittington

S Davey	Street, De La Hay Avenue and Amherst Road who want residents parking and attend every single Have Your Say meeting to see when the review will be complete and when they can or cannot have restricted parking to stop people parking and leaving their cars all day. This has been a neighbourhood priority for at least 3 years.'	
Neighbourhood Liaison Officer for Mount Gould	<b>Road/Street</b>	<b>Known problem</b>
	Mount Gould Road	There is currently a large number of vehicles parking on Mount Gould Road outside residents houses, these vehicles are mostly patients visiting Mount Gould Hospital. There is adequate parking in the hospital and it is free parking. Often residents have to park away from their houses.
	Freedom Fields area	It has been reported at various neighbourhood meetings that parking in and around the park there has been dangerous parking.
	Roseberry Close/Avenue	Residents have reported dangerous/inconsiderate parking in Roseberry Avenue/Roseberry Close and have been unable to access their houses and garages.
	Chaddlewood Avenue junction of Beaumont Road	Dangerous parking has been reported on the junction of Chaddlewood Avenue and Beaumont Road. There have been reports of the refuse lorries being unable to gain access to empty wheelie bins due to inconsiderate parking in this area.
Greenbank Avenue/Lanhydrock Road	There have been problems with parking in the Greenbank Avenue/Lanhydrock Road area which has resulted in Refuse lorries being unable to gain access to empty bins.	
Neighbourhood Liaison Officer for Eggbuckland	'I'm a quite newly appointed NLO for Eggbuckland. I'm told we have no CPZ in the area'.	

<p>Neighbourhood Liaison Officer for Stoke</p>	<ul style="list-style-type: none"> <li>• ‘De La Hay Avenue and Whittington Street would like resident parking with restrictions on permit parking between 08.30 – 09.15am</li> <li>• Double yellow lines on Ford Hill and Milehouse Road need to be repaired so that they can be enforced. Vans park on the double yellow lines causing an obstruction.’</li> </ul>
<p>Neighbourhood Liaison Officer for Stonehouse</p>	<p>‘Stonehouse neighbourhood has various CPZs and the following issues persist:</p> <ul style="list-style-type: none"> <li>• Inconsistent application of TRO across the area. Several areas have TRO’s in place in some streets but then no TRO in neighbouring streets. This is particularly prevalent in Millbay where residents in Emma Place/Caroline Place/George Place have to pay for parking passes, but businesses appear able to park on pavements/incompletely marked areas without penalty just around the corner – this creates resentment and frustration; Claremont St has a CPZ on part of the street, but the rest is unrestricted – the whole street is used primarily by commuters and residents feel there is a strong case for it to all be residents parking.</li> <li>• TROs in place do not effectively manage the inconsiderate parking issues at all times when there are problems. E.g. Millbay area residents say that commuter parking/Cremyll Ferry parking use the residents bays outside of the 10-5pm restriction preventing them from parking when they get home. This could be exacerbated once Strand St carpark charges are brought in.</li> <li>• 2 Hour restricted bays are not enforceable – need metered parking free for 2 hours no return.</li> <li>• Adelaide Homezone area – TRO is only for 11am -3pm – may be a case to extend the timescale and also needs to extend the area to include lanes up to Toys R US as these are being used/abused and are often completely blocked by local businesses parking/working on cars.</li> <li>• Survey all existing TROs and ensure they are complete and enforceable e.g. Incomplete Yellow Lines on Manor St and unenforced 2 hour waiting zone allows relatively new and existing vehicle repair businesses to use the area as garage forecourts with vehicle recovery trucks regularly parked and cars being worked on in spaces outside the Children’s Centre. E.g. Claremont St has yellow lines in place but the TRO does not correspond with the lines to the end - therefore inconsistent enforcement – residents been lobbying to have it rectified for over 1 year – no response!</li> <li>• Need more targeted enforcement of particular hotspot areas.</li> <li>• Any further action that could be taken on persistent offenders e.g. Union St Car Sales received tickets</li> </ul>

	<p>almost daily for persisting in parking on pavement next to yellow lines on Rendle St – blocking access for parents/pushchairs who have to walk in the road to get by – but they still persist in this nuisance practice.</p> <ul style="list-style-type: none"><li>• Areas such as Millbay/City Centre perimeter could be residents parking and 2 hour restrictions – then there is still an offer for quick visit parking but commuter parking is addressed, and residents have a better chance of parking when they want to – whilst other users get to use spaces when people are at work. (e.g. Durnford St is all residents parking but there are frequently lots of spaces during the restriction times).</li></ul> <p>There is also an important message that whilst we want to make it easier for people to park near their homes, by excluding all other parking, we give the message that there is an entitlement to park – which there isn't and given there are more cars than spaces, we should avoid encouraging that expectation.'</p>
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<p>A resident of Drake ward</p>	<p>'The current system of 'controlled zones' that apply a limitation period of an hour 'no-parking' at various times of the day actually (like several other PCC policies) miss the point. Plymouth residents who live anywhere within a 1½ - mile radius of the City Centre are entitled to live entirely at peace 24/7, without having to be afraid of moving their car for fear of losing the space to casual city visitors, any of whom can use the excellent cheap park-and-ride systems already in place. Therefore, in view of the fact that city-centre shopping is now 7-days-a-week, all areas within the a 1½ -mile radius should be 'strictly-no-parking' at all times, other than for residents with permit-holders or residents' visitors.</p> <p>In other words in fairness to residents there is no justification for parking zones which allow a "free-for-all anytime except for 1 hour during the day Mondays to Saturdays". The Government, and Local Governments (including, supposedly, Plymouth), are united in their drive to proactively encourage would-be car-drivers to use public transport more, even if only park-and-ride schemes. Therefore condoning any visitor-parking at all in residential streets within 1½ -mile of the city centre is unsustainable. London has 'congestion zones' to dissuade people from driving through the city and to get them to use London Transport instead. Therefore there is nothing to stop Plymouth City Council setting a similar objective, i.e. by banning ALL 'casual' parking within a radius of 1.5 miles of the city centre (i.e. far enough to deter 'park-and-walkers').</p> <p>If the object of the current system is to allow some areas to be used for part-day parking for shoppers, workers, or university staff/students, I say this.....let them swop houses with me and I will happily live further out or even in the country. I live where I do because this is all I can afford, and that applies to many. So let the better-off park elsewhere and use public transport and leave the less-well-off in peace.</p> <p>If, on the other hand, the object is to save money by employing a pair of wardens to cover several zones in the one day, then rationality says that they can still do that, but randomly, and that would still be a sufficient deterrent for all-day residents-only parking.'</p>
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