

COOPERATIVE SCRUTINY REVIEW

Controlled Parking Zones (On Street Parking)

Witness statements - continuation



<p>Neighbourhood Liaison Officer for Morice Town</p>	<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> <hr/> <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.