

## ON STREET PARKING REVIEW ; CONTROLLED PARKING ZONES

### Objective

A controlled parking zone is primarily for the residents quality of life and their day to day conducting of their business, BUT it needs to carefully consider the impact of other businesses and activities in the area and to aim to achieve harmony in their co existence

Question 1	When should a CPZ be considered?	Yes/ No	Comments
Answer 1	When there is evidence of difficulty parking for residents; what is the measurement for this?		
	(a) Where 40% or more of the available spaces are regularly taken by other road users ( source PCC Parking)		
	(b) Where less than 50% of residential properties have access to off street parking ( source PCC Parking)		
	(c) Where demand must be 80% or more of available parking for at least 3 hours between 8am and 8pm on two or more consecutive days per week ( source N Tyneside)		
	(d) Where the scheme is necessary to address the adverse impact from new development (source PCC Parking)		
	(e) Other? Safety?		
Question 2	When will a request for a CPZ NOT be considered?		
Answer 2	Where there is difficulty parking which is as a result of the amount of available parking for residents not meeting the current demand for residents parking		
Question 3	If a CPZ meets the criteria to be considered,what is the appropriate consultation?		
Answer 3	Consultation will always be undertaken with residents impact by proposals, however what is the appropriate model for this?		
	(a) Should the consultation take place with only residents who reside3 within the boundary of a considered scheme?		
	(b) Should the CPZ be street led or a larger area of the city?		
	(c) Should the consultation take place with residents who reside immediately outside of the proposed defined boundary?		
Question 4	What are the appropriate actions and		

	<b>outcomes for an effective fair and inclusive consultation?</b>		
<b>Answer 4</b>	(a) A minimum no ( or %) of responses?		
	(b) A minimum of 51% residents responding to be in favour?		
	(c) A minimum of more than 51% residents responding to be in favour?		
	(d) Other?		
<b>Question 5</b>	<b>If a CPZ meets the criteria to be considered what are the time restrictions?</b>		
	(a) 24hr 7 day week unless there is demonstrable reasons to justify why this would cause some detriment to a user of the zone?		
	(b) 8am to 8pm		
	(c) Variations to timings eg event led or localised issues		
	(d) Minimum requirement but keeping to a maximum number of variations of times		
<b>Question 6</b>	<b>The panel needs to determine operational policy for CPZ implementation</b>		
	(a) Should the number of permits be capped? If so how many?		
	(b) If capped should there be discretion for more based on the no of permits issued compared with spaces available?		
	(c) Should the permit charges be scalable increasing with the number purchased?		
	(d) Are the current charges fit for purpose? Do the permit receipts cover the costs of enforcement, admin, surveys, line markings, signage?		
	(e) Should there be vehicle dimensions restrictions to cover weight, height and length?		
	(f) How will the policy impact students? Will they participate in consultation?		
	(g) How will the policy address the issue of transport planning and closer links with Development Planning? eg Supplementary planning Guidance		
	(h) How should CPZ schemes be kept under review? Should residents be reconsulted every 1 year/ 2 years?		