

# CITY OF PLYMOUTH



## Scrutiny Report

### Parking Strategy Review

Sustainable Communities Working Group  
December 2005

**PLEASE NOTE:** This scrutiny report has been drafted following meetings of the Working Group appointed by the Sustainable Communities Overview and Scrutiny Panel between September – October 2005

The report will be submitted to the Overview and Scrutiny Commission on 1 December 2005 and until they have been accepted at that meeting, this report may be subject to change.

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## Preface



By Councillor George Wheeler  
Chair of Parking Strategy  
Sustainable Communities Overview and Scrutiny Working Group

The City Council is required to submit a second five-year Local Transport Plan for the period 2006 – 2011. This plan will be scrutinised before submission but it is a substantial plan, with its main strategy document augmented by a number of supporting strategies. The strategy has been developed around the four nationally agreed shared priorities for transport: traffic congestion, accessibility of services, safer roads and air quality.

Transport holds the key to the successful expansion and development of the City, as envisaged by the Mackay vision and the emerging regional spatial strategy. If we get it right, Plymouth could enjoy a substantial advantage over other cities and we will have a safer, healthier and more pleasant city. If we don't, congestion in the city will increase, developers will be less inclined to invest here and while house-building will have to continue, employment for present and future residents will be more problematic.

The Panel has decided to scrutinise several of these supporting strategies in greater detail than will be possible for the whole plan. The parking strategy is the first of these.

Travel in the city will continue to be made by private and public transport. The choice will be determined by transport availability, its convenience, comfort, and cost. Many journeys will continue to be made by car, sometimes out of choice and sometimes out of necessity. Changing the mode of travel for some journeys is the key to delivering reduced congestion and improved air quality and is likely to improve road safety, three of the four key priorities. By controlling the supply and cost of parking, alternatives to the car become more attractive. At the same time, the city's prosperity depends on a successful economy and the supply and cost of parking must support this.

The Working Group's objective was to examine the strategy and how effectively it supports the Transport Plan in general. In particular, how it contributes to road safety and improvement of the street scene, demand management, the city's economic performance and income generation for the Council's general fund.

The Panel was not opposed to the strategy in general. However we have concerns over the proposals for rationalisation of the regimes in the permit parking zones and for the standardisation of usage and charging in the car parks across the city. We acknowledge the depth of analysis that has been undertaken in the City Centre and Derriford areas but point out that other areas of the city also suffer from over-demand of on-street parking, though on a smaller scale.

Our scrutiny and recommendations are made for the plan which runs from 2006-2011. However we point out that most issues are current and we particularly recommend that improvements to the city centre car parks should be started as soon as possible. The Panel should review the implementation of the plan by the end of 2006.

I would like to thank the members of the Parking Strategy Working Group, the Cabinet Member Councillor Sue Dann, the Lead Officer, Chris Sane Head of Transportation Infrastructure and Engineering Service for his support during the review and all Transportation Infrastructure and Engineering staff who have assisted and our Democratic Support Officer, Gemma Bartell.

Councillor George Wheeler  
Chair of the Parking Strategy Review

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## 1.0 SUMMARY

The Sustainable Communities Overview and Scrutiny Working Group have completed their enquiry into the Parking Strategy. The working groups aim was to look at the Parking Strategy and how effectively and appropriately it will contribute to the improvement of street scene and road safety, demand management and Plymouth's economic performance and income generation. We have made the following recommendations.

## 2.0 RECOMMENDATIONS

Our recommendations are based on the tabulated elements of the Parking Strategy, given in section 13 of the report (Local Transport Plan supporting Document 6). We agree with the main thrust of the strategy elements of the Parking Strategy but with some amendments.

- 2.1 **We recommend** alteration to a number of these elements; details are given in appendix 3.

***For the attention of:*** Cabinet Member for Transport and Customer Focus and Director of Development

- 2.2 **We recommend** the addition of three additional elements (PA21-23); details are given in Appendix 3.

***For the attention of:*** Cabinet Member for Transport and Customer Focus and Director of Development

- 2.3 **We recommend** that any of the alterations contained within appendix 3 with regard to car park improvement and provision of funding for this, need not wait for the start of the new Local Transport Plan.

***For the attention of:*** Cabinet Member for Transport and Customer Focus and Director of Development

### Tracking Progress

- 2.4 **We recommend** that the Sustainable Communities Panel review the progress made on the recommendations of this review by the end of 2006.

***For the attention of:*** Overview and Scrutiny Commission

## **3.0 INTRODUCTION**

### **3.1 Introduction**

3.1.1 The Sustainable Communities Overview and Scrutiny Panel agreed at their meeting on 18<sup>th</sup> July 2005 to undertake a review of the Parking Strategy. This was approved by the Overview and Scrutiny Commission at their meeting on 11<sup>th</sup> August 2005. A Working Group was appointed comprising of the following Members –

- Councillor Wheeler (Chair)
- Councillor Bray
- Councillor Foster
- Councillor Fox
- Councillor Wiggins
- Councillor Viney (substituting for Councillor Wiggins on 2 occasions)

3.1.2 The Working group met on 4 occasions during October 2005

### **3.2 Terms of Reference**

3.2.1 The purpose of the review, as identified in the Working Groups Scrutiny Plan, was to review the parking strategy which forms part of the next Local Transport Plan (LTP2).

### **3.3 Scope of the Inquiry**

The parking strategy expands on the objectives of the Provisional Local Transport Plan 2006-2011 and develops parking management policies for Plymouth. The strategy has been developed over the past 6 months and although Councillors were invited to contribute to the strategy, until now it has not been scrutinised. The aim of the scrutiny was to –

- Analyse the parking strategy
- Assess how the strategy contributes to and how the strategy affects –
  - Improvement of the street scene and road safety;
  - Demand management;
  - Plymouth's economic performance;
  - Income generation
- Recommend further action

As part of their review, the Working Group

- held a number of evidence sessions
- held a witness session
- heard from City Councillors on their parking concerns

## **4.0 BACKGROUND INFORMATION**

- 4.1.1** The Parking Strategy is one of the supporting documents for Plymouth's Second Local Transport Plan 2006-2011 (LTP2). The Provisional LTP2 was submitted to Government Office and The Department for Transport in July 2005 and the Final LTP2 has to be submitted by March 2006.
- 4.1.2** The main focus of the Parking Strategy has been to develop an understanding, based on qualitative and quantitative evidence, of the current supply and demand for parking within the City. It uses this to develop locally appropriate parking management policies that can easily reside within the framework of wider Government policy.

## **4.2 The National Context**

- 4.2.1** National government influences the provision and management of parking through policy, legislation and advice.
- 4.2.2** Three of the Government's Planning Policy Guidance (PPG) notes are relevant to parking:
- PPG3: Housing
  - PPG6: Town Centres and Retail Development
  - PPG13: Transport
- 4.2.3** PPG3 encourages local planning authorities, when considering residential development, to give priority to the needs of pedestrians rather than to the movement and parking of vehicles. It also refers to the use of maximum parking standards and advises that authorities apply them flexibly in order to encourage less parking provision at housing developments, especially when accessibility by public transport is good.
- 4.2.4** PPG6 emphasises that local authorities should achieve better use of car parking in town centres, and adopt policies that give priority to short-term parking by visitors and shoppers and discourage long-term parking for commuters. PPG6 states the importance of the provision of good quality parking for economic viability, but also recognises that heavy demand for access by car can adversely affect a centre's attractiveness. There is an emphasis on consultation with the business community to ensure support for and success of parking strategies.
- 4.2.5** PPG13 provides comprehensive advice regarding parking and aims to secure sustainable development from a transport perspective. It stresses the importance of parking as a demand management tool and that reducing the amount of parking in new development is essential. PPG13 also sets out some key principles that local authorities should adopt to ensure the promotion of sustainable travel choices, the vitality and viability of city centres, protection of the environment and access to community facilities for all.

- 4.2.6** As well as having been developed with reference to national policy, the Parking Strategy takes account of the four shared priorities for transport agreed by the Government (and outlined in the Full Guidance on Local Transport Plans), namely congestion, accessibility, road safety and air quality.

### **4.3 The Local Context – Experience in Plymouth**

#### **4.4 Scope of the Parking Strategy**

- 4.4.1** The Parking Strategy covers the whole of Plymouth but areas of the City that experience high demand or particular problems have been investigated more closely. Therefore, quantitative aspects of the Strategy are focused upon the city centre and employment zones at Derriford, since these areas attract large numbers of trips made by commuters, shoppers and visitors.
- 4.4.2** Both on-street and off-street parking supply and demand are examined, as well as parking tariffs, parking permits and development control. Special attention has also been given to the needs of Plymouth's residents for whom it should be possible to both park close to home and to access local services by car.
- 4.4.3** In order that the City remains attractive to shoppers and visitors, their needs have been considered during the strategy development.
- 4.4.4** The Strategy has been developed through consultation with elected members, the Plymouth City Centre Company, the visitor industry, disabled motorists and Parking Operations.

#### **4.5 Key Problems and Issues Identified**

- 4.5.1** There is a large variation in the number of different controls operating within the central area controlled parking zone. Many of the controlled parking zones are oversubscribed and there are lengths of unrestricted roadside within them. Some local residents have difficulty parking close to their homes.
- 4.5.2** There is insufficient provision for disabled motorists in off-street car parks and disabled off-street car parks are consistently at capacity. On-street designated disabled parking bays within the city centre are oversubscribed and on-street pay and display bays are at capacity throughout the day. More disabled parking bays are needed, both within the city centre and in residential areas.
- 4.5.3** There are high numbers of illegal parking acts in some of the controlled parking zones, however parking attendants employed by the City Council do not currently have the power to enforce all parking offences. More rigorous enforcement of parking restrictions is required which could become available shortly under the Traffic Management Act (2004).



- 4.5.4** Many of the city centre car parks are in poor condition, poorly maintained, unwelcoming and not secure. Significant investment is required to improve facilities at car parks and ensure adequate maintenance. Access to and from many of the larger car parks could be significantly improved, particularly for disabled and elderly people and there is a general need to make car parks more 'pedestrian-friendly', attractive and safe.
- 4.5.5** There is inefficient use of off-street parking supply: some car parks are consistently full, whilst others consistently have spaces available. Car parks located on the edge of the city centre are at capacity on Saturdays whilst surface level limited waiting car parks in the city centre core are at capacity most of the time. There is insufficient parking supply within the City centre to cater for demand in November and December.
- 4.5.6** Car parks in Plympton and Plymstock are oversubscribed particularly on Saturdays and Strand Street and Manor Street car parks are oversubscribed on weekdays. Car parks at Derriford Hospital are consistently at capacity and there is some anecdotal evidence of overspill into nearby private, publicly available car parks. On-street surveys revealed some localised on-street parking pressure in the areas surrounding the hospital.
- 4.5.7** Long stay parking charges in Plymouth are lower than in many other urban areas within the southwest. For people travelling to Plymouth from outside the City, bus and parking season tickets have the same monthly cost and parking season tickets are cheaper than return bus fares.

## 5.0 EVIDENCE

### 5.1 Written Evidence

5.1.1 During the course review, the Working Group consulted Plymouth City Councillors with a view to seeking their constituents thoughts on parking issues in Plymouth. These included –

- residents who choose to change their car are given a replacement parking permit at no charge whereas a resident who has had their car stolen must pay for a new permit.;
- There have been numerous requests from residents for Double Yellow Lines in the back lanes of Admiralty Street, Keyham at the Saltash Road End.;
- Residents in Clarence Place, Morice Town feel that the new scheme with DYLS has affected those on the side of the street without off road access in a very negative way;
- There have been requests and confusion regarding disabled bay outside residents homes;
- Residents of Granby Area complain that the car parking spaces attached to their blocks/streets are used by non-residents
- Residents in and around Brickfields complain that people are parking 'all over the place' even on non –match days and causing a danger. They would like to know what arrangements are being made for enforcement?
- Complaints referring to inconsistencies across the City / neighbourhoods and even streets.
- Concerns about on-street parking for the disabled
- Are there any regulations for the number of car parking bays (on and off street) for disabled drivers? If so do we comply with them? Do we need more because of the number of visiting disabled?
- Complaints about congestion in the surrounding streets of existing streets with residents parking scheme they want to be included. Could there be a bit more imagination about exclusion times on parking schemes? We need to listen to residents to get the times right.

- 5.1.2 A summary of the main issues highlighted by the working group during evidence session is summarised below. These questions were addressed during the witness sessions.

## **5.2 Oral Evidence**

- 5.2.1 The working group held a session to hear from, the Cabinet Member for Transport and Human Resources and an officer from Plymouth City Council's Transportation Infrastructure and Engineering Service on 24 October 2005. The findings of this session are at Section 6.0 FINDINGS of the report.

## 6.0 FINDINGS

### 6.1 Findings Section 1

- 6.1.1 The Working Group learned that work has commenced on a programme of erecting 17 Variable Message Signs around the city centre which would direct motorists to appropriate car parks and spaces. This work is due for completion by January/February 2006.
- 6.1.2 Increased parking charges came into effect on 1<sup>st</sup> October plus new Sunday and Bank Holiday charges for on street spaces. Parking on-street in the evening is still free.
- 6.1.3 Parking charges are used in some instances, to contribute towards improvements in public transport.
- 6.1.4 Parking is self financing; therefore revenue is used to finance the operation. All surplus revenue from on-street parking must finance transport-related initiatives. Surplus revenue from off-street parking goes mainly to the general fund and is not re-invested back into car parks.
- 6.1.5 The car parks are currently in a state of disrepair and require immediate attention, that is why they are listed in the strategy as a short term objective, it does not mean that further money would not be spent in the medium to long term. Any further investment would be subject to an appropriate business case.
- 6.1.6 Although many authorities across the South West do charge for parking spaces for the disabled, this is not currently on Plymouth City Council's agenda.
- 6.1.7 Plymouth City Council do not currently tow away and impound cars.
- 6.1.8 The Traffic Management Act will in due course allow more enforcement powers to the Councils parking attendants. Some parking offences that are currently endorseable (points on licence) would become civil offences that would attract a Penalty Charge Notice and not be endorseable. These offences will then be enforced by parking attendants instead of the police.
- 6.1.9 A number of factors are considered when parking charges are set. These include the rate of inflation, benchmarking against other authorities' charging levels and the needs of the council as well as comparative costs of parking and use of public transport.
- 6.1.10 Our car parks should be modernised to provide facilities in line with the best in the country. Pay-and-display forces customers to decide how long they wish to stay and pay for that time in advance but pay-on-foot and pay-on-exit systems allow them to park and spend as much time as they wish on their visit, paying for the length of their

stay when they leave without fear of incurring a penalty. The new 1270 space privately run car park in Drake Circus Development will be pay on foot.

- 6.1.11 Derriford Hospital are developing their own parking strategy to address capacity issues in the car parks at Derriford, an element of which is for the provision by the City Council of an extra 250 spaces for Hospital staff at the new park and ride site the George Hotel, Roborough which will be funded by the Hospital authority.
- 6.1.12 Although footage from bus CCTV cannot currently be considered as evidence for enforcement, it is possible that powers allowing still and CCTV images as evidence could be granted to all authorities operating decriminalised parking enforcement by the end of 2006.
- 6.1.13 Localised issues regarding on-street parking are examined periodically as part of the Area Review process. The consideration of new controlled parking zones or amendments to existing zones would be covered under this process.

## **7.0 Progress on Implementation**

It is suggested that the Sustainable Communities Overview and Scrutiny Panel should ask the Cabinet Member to report on the progress of the approved recommendations arising from this review by the end of 2006. Any earlier reports on implementation would be welcomed.

## **Appendix 1 – Reference Materials**

1. Local Transport Plan 2006-2011

## **Appendix 2 – Contributors**

The Working Group would like to express their sincere thanks to all those who provided information and advice:

Councillor Dann, Cabinet Member for Transport and Customer Focus

Chris Sane, Transportation, Infrastructure and Engineering Manager, Plymouth City Council

Zoe Bernard-John, Senior Transportation Planner, Plymouth City Council

Robin Bevan, Transport Planner, Plymouth City Council

Sheila Henley, Team Leader, Transportation Management, Plymouth City Council

Gill Peele, Business Manager, Development, Plymouth City Council

Adrian Trim, Road Safety Team Manager, Plymouth City Council

Tom White, Team Manager – Structures, Plymouth City Council

### Appendix 3 – Strategy Elements

Existing Strategy Element	New Wording	Reason
<p><b>PA1</b> <b>Improve pedestrian routes between off-street car parks and principal trip generators in the City.</b></p> <p>This element will benefit large sectors of the community, both private individuals and businesses. Improvements to pedestrian links between car parks and principal trip generators can be made in the short term as they are low cost and the benefits are realised immediately. This should include clear pedestrian signing.</p> <p>In longer term, as the waterfront and City centre areas are regenerated, developer contributions may be sought for improvements to the pedestrian environment.</p>	<p><b>No Change</b></p>	
<p><b>PA2</b> <b>Improve signing to car parks.</b></p> <p>There are already signs indicating how to reach parking areas by car. In addition the City Council is upgrading the car park variable message signs, which will show the number of available spaces in each car park.</p> <p>The effectiveness of these signs would be maximised if they were also able to indicate the particular function of each car park. For example, long/short stay (already indicated), shopper car parks and which car parks are most suitable for each of Plymouth's visitors attractions.</p>	<p><b>Add –</b></p> <p><b>VMS should indicate car park functions as the opportunity arises.</b></p>	<p>Improve street scene and road safety</p>



<p><b>PA3</b></p>	<p><b>Improve Pre-Trip Parking.</b></p> <p>Improved information will ensure that more efficient use is made of the central area parking spaces and that visitors to the city are not given the impression that there is a deficiency in the number of parking spaces provided. Trip makers will be able to plan where they park in advance and should be able to see from the media provided (map or web-based) which car parks are most suitable for Plymouth's shops and visitor attractions.</p>	<p><b>No Change</b></p>	
<p><b>PA4</b></p>	<p><b>Provide more information to the public about how parking tariffs are set. Use marketing and promotion techniques to reduce the impacts of negative public opinion about parking charges.</b></p> <p>Parking Charges can be a sensitive and controversial subject. There is a lack of information made available to the public about what the various tariffs are and why they are set at the particular levels. This could easily be addressed through the use of leaflets and posters. The public are more likely to accept an increase in parking charges if they can see that the extra income generated has been put back into improving public transport.</p>	<p><b>Add –</b></p> <p><b>That consideration of objections to statutory consultations over variations to parking charges should be considered in public through the scrutiny process and when charges are increased, information be provided about how the car parks will be improved through the use of some of the generated income.</b></p> <p><b>Also amend final sentence to read: improving <i>the council's car parks and public transport.</i></b></p>	<p>Improve public consultation and understanding.</p> <p>Customers of the car parks are likely to find this more acceptable.</p>
<p><b>PA5</b></p>	<p><b>Continue to work with the Hospital and other major employers on green travel plans and personalised travel plans for their employees.</b></p> <p>By working in partnership with employers on travel plans, the Council can influence the way in which people travel. This can therefore reduce both the amount of commuter trips made by</p>	<p><b>Add –</b></p> <p><b>Plymouth City Council should review its own parking provision.</b></p>	<p>Equity. Partners are likely to find their staff are more receptive if other employers, particularly the Council, are implementing the same plans.</p>

	private motorcar and the associated negative impacts of commuter parking. The council has historically had a strong relationship with many of the larger local employers (particularly Derriford Hospital) in terms of travel planning but needs to ensure it continues to promote these schemes.		
<b>PA6</b>	<p><b>Improve the Environment within off-street car parks</b></p> <p>There is a strong public perception that off-street parking facilities provided in the City centre are below standard. Representatives of Plymouth's retail and cultural businesses consider that addressing this issue would benefit the economy by improving the City's reputation and encouraging more repeat visitors (both shoppers and tourists). The car parks that were identified as being of particular poor quality are identified in Chapter 9. In the short term, revenue from off-street parking charges should be spent on improvements to car parks.</p> <p>The Mackay vision would see off-street car parks removed from the City centre core and relocated on the edges. This provides an opportunity, albeit in the longer term, for high quality car parking facilities to be constructed. The maximum number of parking spaces that should be provided for City centre shoppers is set out in Chapter 11.</p>	<b>No change</b>	
<b>PA7</b>	<p><b>Increase the number of public off-street disabled parking spaces in the City centre core.</b></p> <p>An assessment of the number of disabled parking places in public off-street car parks against Government guidelines revealed a shortfall of 45 disabled parking spaces in the central area. On and off-street surveys also show that demand for the spaces that are</p>	<p><b>Add</b></p> <p><b>Charges be levied for the use of these bays, subject to consultation.</b></p>	<p>Avoidance of Income loss (when paying bays are converted for disabled use) and income generation (on existing disabled bays). Improve availability:</p>



	<p>conditions for the law-abiding majority of Plymouth's population. The City Council currently operates a decriminalised parking enforcement regime which allows penalty charge notices to be issued for parking offences in controlled parking zones and for illegal parking on waiting and loading restrictions.</p> <p>The Traffic Management Act 2004 gives the Secretary of State the authority to grant local authorities the power to enforce illegal parking at pedestrian crossing, on footways and cars that are double-parked. The Act would also enable the Council to enforce parking and / or bus lane offences using cameras, if they wished to adopt these powers. A review of resources and staffing would be necessary before committing to this.</p>		
<p><b>PA10</b></p>	<p><b>Establish parking charges at levels that equalise the balance between travel by bus and use charges to encourage short-stay parking acts.</b></p> <ul style="list-style-type: none"> <li>• keeps the cost of parking for three hours more expensive, or the same as the cost of an adult return bus fare for travel within Plymouth after 09:00;</li> <li>• maintains a higher cost for the fourth hour than for the three preceding hours;</li> <li>• keeps the daily parking charge in long stay car parks (both daily tickets and season tickets) more expensive than adult bus return fares to Plymouth from outlying settlements before 09:00;</li> </ul>	<p><b>Amend:</b></p> <p><b>Establish parking charges at levels that take into consideration the need to retain commercial competitiveness, the rate of inflation, the need for income generation and the balance between parking charges and the cost of bus travel.</b></p>	<p>Takes into account economic performance and income generation as well as demand management.</p>

	<ul style="list-style-type: none"> <li>• keeps the cost of park and ride more than the daily cost of a monthly bus season ticket but less than the cost of a parking ticket in long stay car parks;</li> </ul> <p>Over the period of the LTP the Council should aim to increase parking charges annually by the equivalent of 10% + inflation for short stay and 20% + inflation for commuter parking. The rate at which these increases are applied may vary according to the economic performance of the retail sector.</p> <p>The application of these charges is however likely to accelerate the growth in demand for park and ride facilities. Strategic events that should trigger the applications of these parking charges are the completion of Drakes Circus shopping centre.</p>		
<p><b>PA11</b></p>	<p><b>Charge Higher tariffs for short-stay on-street parking than in off-street car parks.</b></p> <p>On-street pay-and-display spaces are more convenient than off-street spaces; hence there is a higher demand. Charging higher rates for these will encourage a greater turnover and increase the availability of spaces.</p>	<p><b>No change</b></p>	
<p><b>PA12</b></p>	<p><b>Rationalise parking restrictions applied within existing controlled parking zones.</b></p> <p>There are 34 zones within the controlled parking area surrounding the City centre. The zones operate to one of 16 different times of operation. More consistency between the times of operation for each of the zones would make the controls more easily understandable.</p>	<p><b>Amend to:</b> <b>Keep the regimes of restrictions in different controlled parking zones under review. Some rationalisation may be possible, but addressing the problems of individual zones should take precedence.</b></p>	<p>Demand management (maintain appropriate regime).</p>

	<p>It is not necessary for one time of operation to be applied throughout the city: this approach would disadvantage a large proportion of residents. One suggestions is to introduce concentric bands radiating from the City centre with more rigorous controls applied close to local and district shopping centres. Another is to modify restrictions to have an am and pm operating time. It is accepted that consultation with local residents would need to be given priority throughout this process.</p>		
<p><b>PA13</b></p>	<p><b>Introduce a price differential for resident parking permits, which is dependent upon the number of permits issued to each household.</b></p> <p>Residents in some parts of controlled parking zone experience severe difficulty locating parking spaces close to home. Survey results show that in some areas problems are worse at night, indicating that problems are due to the number of vehicles parked by residents rather than commuters.</p> <p>Analysis of permit issue statistics shows that 73% of households were issued with one permit, 18% with two and only 7.8% were issues with more than two.</p>	<p><b>Add: The whole regime of charges for permits should be reviewed.</b></p>	<p>Improve street scene and road safety. Demand management. Income generation. Equity (residents permits should not be more expensive than business users/ commuters permits).</p>
<p><b>PA14</b></p>	<p>Include policies within the Local Development Framework that accord better with Government guidelines on parking standards and which constitute a mechanism for reducing the amount of parking provided by developers.</p> <p>The Plymouth Local Plan states that parking provision below the maximum standards will be acceptable as long as this does not cause unacceptable harm to the character of the area or to</p>	<p><b>No Change</b></p>	

	<p>highway safety conditions; however there is currently no explicit method for achieving reduced parking provision below that of the maximums defined in the Local Plan. Officers endeavour to work to national guidelines</p>		
<p><b>PA15</b></p>	<p><b>Encourage the provision of parking areas that are detached from new developments</b></p> <p>When parking areas are separated from new developments it often results in the costs of parking to be separated from the cost of the building purchase or lease. Therefore, whether the owner or tenant is a private resident or business employer it encourages them to consider whether they require parking at all and if so, how much.</p> <p>In Urban Splash Development in the Royal William yard parking spaces were separated from residential dwellings. The spaces are now being leased at £15 000 per annum.</p>	<p><b>No Change</b></p>	

<p><b>PA16</b></p>	<p><b>Increase the proportion of limited waiting parking spaces (preferably three hour max) at car parks serving local and district centres so that time restrictions apply to every space at local / district centres by 2011.</b></p> <p>Waiting restrictions apply in only 7 of the 30 outside the central area of Plymouth. The remaining 23 car parks are mostly associated with local and district centres. Although five of these contain a proportion of spaces in which waiting is restricted, nearly half of all public off-street spaces outside the central area are not subject to any time limit at all.</p> <p>The process should begin with car parks where parking pressures are highest (Plympton and Plymstock) and continue with other local and district centres over time.</p>	<p><b>Delete PA16 &amp; 17 and replace with –</b></p> <p><b>The use of all Council car parks, whether managed by Transportation, Infrastructure and Engineering Service or other departments, be reviewed. Appropriate charges and restrictions on length of stay be implemented.</b></p>	<p>Demand management. Improve Plymouth's economic performance. Income generation. Equity (should users of car parks where charges are levied continue to support free parking at other locations?).</p>
<p><b>PA17</b></p>	<p><b>Introduce limited waiting restrictions (three hour maximum preferable) immediately at the following car parks:</b></p> <p>[Ref. 6] Regent Street / Lipson Road                      16 spaces</p> <p>Ref. 2] Mayflower House Court                                      74 Spaces</p> <p>[Ref. 10] Civic Centre    138 spaces</p> <p>[Ref. 33] Manor Street    40 Spaces</p> <p>[Ref. 34] Strand Street    60 spaces</p> <p>[Ref. 40] Dean Cross    74 spaces</p>	<p><b>See above</b></p>	
<p><b>PA18</b></p>	<p><b>Extend park and ride operational hours on evening when</b></p>		



	<p><b>events are being held at the Pavillions and the Theatre Royal. Ensure that park and ride services are able to cater for special events such as Navy Days, events on the Hoe, sporting events and late night Christmas shopping.</b></p> <p>Currently the last service to Coypool and Milehouse park and rides from the City centre are before 19:00 and therefore are not geared to cater for evening events. Extended times of operation should be supported by enabling leisure and cultural attractions in the City to sell tickets in advance for evening use of park and ride sites. The services also need to be well publicised.</p>	<p><b>No Change</b></p>	
<p><b>PA19</b></p>	<p><b>Survey the number of private non-residential parking spaces in the central area of Plymouth.</b></p> <p>There is currently a lack of information available about the locations and amount of PNR spaces. It would be beneficial to survey this to arrive at a baseline figure and to then periodically monitor the situation. This would also serve to double-check that developers have met planning conditions. It may be possible to use the Development Consents database to monitor future changes in numbers.</p>	<p><b>No Change</b></p>	
<p><b>PA20</b></p>	<p><b>Examine the possibility of introducing pay-on-exit for large off-street City centre car parks.</b></p> <p>There are currently no pay-on-exit / pay-on-foot car parks in Plymouth with the exception of Barbican Coxside. A system that allows people to only pay for the time used would mainly benefit customers by both</p> <ul style="list-style-type: none"> <li>ensuring that they do not pay more than they need to and</li> </ul>	<p><b>New wording –</b></p> <p><b>Examine the possibility of introducing pay-on-foot for large off street City Centre car parks.</b></p>	

	<ul style="list-style-type: none"> <li>allowing greater flexibility through preventing them from worrying about getting back to their vehicle before their ticket expires</li> </ul> <p>Any scheme to introduce pay-on-exit should be assessed against cost-benefit criteria, particularly where car parks are likely to be redeveloped. New car parks should all be designed for pay-on-foot operation.</p>		
<b>PA21</b>	Does not currently exist	<b>Parking controls be implemented at any length of restricted roadside within the central area controlled parking zone. These may be to ban parking or to implement a charging regime.</b>	Improve street scene and road safety. Demand management. Income generation.
<b>PA22</b>	Does not currently exist	<b>Requests for permit parking zones outside the city centre and Derriford areas be accorded priority in the area review process.</b>	Improve street scene and road safety. Demand management. Improve economic performance. Income generation.
<b>PA23</b>	Does not currently exist	<b>High priority be given to enforcement, including novel approaches when possible and appropriate (as given in Appendix 4). Some tolerance of overstaying (in legal locations) be allowed but zero tolerance be given to offences which could detract from road safety or deny facilities to</b>	Improve street scene and road safety.

		<b>disabled people.</b>	
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## Appendix 4 – Enforcement Measures

The strategy should address the enforcement of parking infringements.

- (1) In principle, over-staying the period of time for which payment has been made (when a charge is levied) is less serious than parking in prohibited locations and should be treated accordingly. In off-street car parks and on-street bays, a small period of grace could be given before a penalty is levied. No grace should be given in the case of abuse of disabled bays or bus bays or infringement of traffic regulation orders (TROs). Abuse of the former can cause great difficulty to those who should be able to use these facilities. TROs are usually introduced for safety reasons; disregarding them is likely to create danger for other road users and should not be tolerated.
- (2) New approaches to enforcement could be considered
  - (2.1) A widespread problem is the indiscriminate parking outside schools at times of in- and out-muster. A small number of pupils' carers choose to park as close to the school as possible, irrespective of parking restrictions. This causes dangerous conditions for the other pupils. The Council's parking attendants do patrol at schools but cannot provide a regular presence. A possible approach could be to employ a member of a school's staff as a part-time parking attendant, with the necessary authority to issue penalty notices. This would enable regular patrols to be undertaken and the certainty of penalty would be likely to end abuse of parking restrictions. We recommend this possibility be investigated.
  - (2.2) Another frequent transgression is the abuse of bus-bays. The Council has provided raised boarders in many locations and the two main bus operators have complemented this with the provision of low-floor buses. This is an expensive provision and makes boarding and alighting easier and safer for everyone, not just for wheel-chair users. It particularly benefits people with mobility disabilities or push-chairs and trolleys. A car or van parked in the bus bay prevents use of this facility and should not be tolerated. A possible new approach to enforcement could be to use the CCTV which is now mounted on some buses. If evidence of transgression shown by cameras can be used as either a basis for issue of a fixed penalty or for court proceedings, this would discourage this practice.