

BRISTOL CITY COUNCIL**CABINET****15 November 2007**

Report of: Director of Planning, Transport and Sustainable Development

Title: Expansion of the Central Controlled Parking Zones and Introduction of Residents' Parking Schemes

Ward: Citywide

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RECOMMENDATION

It is recommended that Cabinet agree

- To introduce an inner and outer ring of Residents' Parking Zones (RPZs) in accordance with Figure 1, and Appendix 6 (subject to consultation below)
- That a strategic project management approach, (the Bristol Residents Parking Project), be adopted to the comprehensive implementation of residents parking zones within the inner and outer rings over the next four years, subject to the necessary forward funding being approved.
- That an informal consultation exercise be undertaken, involving the Citizen's Panel and the areas potentially affected, upon the operational principles set out in Appendix 6, and to establish those areas where the greatest support for residents' parking zones exists for possible early adoption, bearing in mind the Council's overall responsibilities as Traffic Authority for its area.
- That consultation on the intention to extend the existing Central Controlled Parking Zones (CCPZs), as shown coloured dark yellow in Figure 1 should proceed, and that the operational hours of the existing CCPZs be extended to cover 24 hours per day and 7 days per week to reflect the growth of the 24 hour economy.

Summary

The report proposes a Bristol Residents Parking Project to establish inner and outer rings of residents' parking zones adjacent to the CCPZs. The report proposes standard operational criteria to be adopted when developing zones within the rings as well as identifying some of the key issues that will need to be considered. It is proposed to determine, through consultation, those areas with the greatest support within the inner ring, and to introduce the first zones in these areas, subject to funding.

The significant issues in the report are:

- The introduction of residents' parking zones and the general principles for their implementation.
- Statutory consultation on amendments to the central control parking zone.

Policy

1. Of particular relevance to the content of this report are the Thriving Economy and Quality Environment themes of the Community Strategy and Corporate Plan. The Joint Local Transport Plan aspirations require parking strategies such as these, if they are to be achieved.

Consultation

2. Internal

A report was taken to the Physical Environment Scrutiny Commission (PESC) on 27th September 2007 seeking the Commission's views on key issues relating to residents' parking zones. The relevant minutes are attached as Appendix 5.

Within the Department of Planning, Transport and Sustainable Development consultation has been undertaken with Traffic Management, Parking Services, Public Transport, Transport Planning and Development Control. Legal Services and Finance as well as Human Resources have also been consulted.

3. External

Previous consultation exercises with residents on specific proposals for residents parking produced a mixed response although recent correspondence indicates an increase in interest in RPZs. The

Emergency Services have previously been consulted on the principle of introducing residents' parking schemes. The Fire and Rescue Service are particularly supportive, because of the improved access that will result.

Subject to the Cabinet's endorsement of this report, the Citizens Panel will be consulted in January on the general principles in this report followed by a survey of all affected households in the proposed rings. This survey will be used to determine the area of greatest support for residents' parking zones and these 'early adopters' will be taken forward to implementation first, subject to the appropriate statutory processes. The next stage will be the design process and this will entail working with residents, businesses, ward members and other occupiers to determine their requirements. Residents and businesses will be consulted on the fully designed scheme before the requisite traffic regulation orders are advertised.

Context

4. A key report entitled 'An Amended Parking Strategy for Bristol' was adopted in October 2005. The strategic approach contained within that report sought to encourage a shift away from car borne all day commuting into Bristol City Centre, towards the use of other travel modes, and set out the role of parking policy in reducing congestion and poor air quality, whilst enhancing road safety. That report pointed out that, outside of the central area of the City, parking is currently free and mostly unrestricted. The report recommended revising the boundaries of the CCPZs and the development of residents parking rings outside the centre. It is also recommended, that any future permit schemes should be self financing and that a programme of implementation should be developed, based on an objective prioritisation process.
5. Residents parking in Bristol will contribute greatly to the delivery of the aspirations of the Joint Local Transport Plan. The specific benefit of introducing a residents' parking scheme are:
 - improved quality of life for residents by addressing local parking capacity;
 - increased safety and access for residents and businesses, for example by tackling pavement parking;
 - increased patronage on Public Transport and Park and Ride;
 - increased take up of alternative modes of travel;
 - reduced congestion and pollution;
 - improved access for both emergency and service vehicles.

6. Surveys of on street parking activity have shown that most streets around the CCPZs are effectively full of parked vehicles during the working day. Many of these have been left by commuters, thereby severely limiting the availability of parking for local residents and businesses. Further pressure on these streets is expected to arise from the opening of Cabot Circus and other major developments such as that at Harbourside.
7. The basic principles and steps to implementation of a possible residents' parking zone are explained in Appendix 1.

Proposal

8. As originally indicated in the October 2005 Cabinet report, it is proposed to amend the boundary to the CCPZs to remove a series of anomalies and this report seeks approval to commence consultation accordingly.. This proposal is shown, coloured dark yellow, on figure 1. The operational hours of the current CCPZs are either Monday to Saturday between 8.00 am and 6.00 pm or Monday to Saturday between 8.00 am and 12.00 midnight. These amendments will include the review of existing orders to recognise the City's 24 hour economy and will require formal variation, subject to the usual advertising process. The additional areas that are proposed for inclusion in the expanded CCPZ are generally commercial in nature, or are being affected by the Cabot Circus development.
9. The Parking Strategy report of October 2005 recommended (inter alia) that: "a programme of implementation of residents' parking schemes is required, based on a prioritisation process that should be established linked to an objective assessment of the scale of the problems of conflicting parking demands." A prioritisation process based on surveys of the level of parking in all streets surrounding the CCPZ has been established. The results of these surveys show that parking demand is not unexpectedly greatest in the areas nearest to the city centre and university. It is therefore proposed to create two rings of residents' parking zones. The inner ring is characterised by 85% or more of available kerbside space being occupied by parked vehicles during the working day. The outer ring is characterised by 75% to 85% kerbside occupancy. The indicative boundaries of these have been determined by surveys and are illustrated in figure 1. Residents parking schemes beyond these rings being considered on a needs basis.

Details

10. The basic building block of the inner and outer rings will be the residents' parking zone (RPZ). These are explained in more detail in Appendix 1. A zone is likely to contain 300-500 households, although this can vary to suit local needs. The important point is that a resident's permit will only be valid for the zone in which it is issued and will not be valid for any

other zone.

- 11.** Within each zone parking will be restricted to designated bays with the majority for permit holders only. The remainder will be available for pay and display parking for all motorists. The ratio of pay and display to the other bays will need to be varied according to business and residential needs.
- 12.** The initial focus may be to introduce residents parking zones within the inner ring. Through the feedback to the consultation exercise referred to in paragraph 3, areas will be selected for the initial phases of the project. It is anticipated that these early phases will comprise a cluster of zones. The opportunity will be taken to look at a wider range of traffic issues, such as 20mph zones or school safety, in the initial areas whilst TROs are being reviewed.
- 13.** If need be, the experience gained from the 'early adopter' phases will be used to refine the approach to the implementation of the other zones within the remainder of the inner ring. It is envisaged these will be introduced in 2 or 3 blocks. The impact of the implementation of the inner ring will be monitored and adjustments made to the boundary as necessary. It is essential that the boundaries of the rings are continuously reviewed.
- 14.** Following the completion of the inner ring, the outer ring will be surveyed, proposals developed, consulted upon and implemented. It is expected that the needs of this area will be different to the inner zone and that a less restrictive regime may be appropriate. Overall the intention would be to complete the implementation of inner and outer rings between 2008 and 2012.
- 15.** The implementation of the RPZs will entail a complete review of all existing traffic regulation orders (TROs). Restrictions no longer needed will be revoked and additional restrictions will be applied where necessary to protect junctions, accesses and routes for emergency service vehicles. Dependent on the outcomes from the 'early adopter' phase, wider traffic issues may also be reviewed, to provide a comprehensive approach to addressing localised traffic management and safety issues
- 16.** Off street parking will be considered in the development of the proposals for each zone. Council owned car parks will be upgraded in respect of security where necessary to act as overspill car parks for permit holders and if there is council owned land in the area, the opportunity for the creation of further parking spaces will be considered in areas of real pressure.
- 17.** It is proposed to manage the implementation of the inner and outer rings as a single, strategic project to ensure consistency and comprehensive,

cost effective delivery. The scale of the project (18,000 households within the inner ring) will necessitate the use of specialist project resources, with the pilot phase and subsequent tranches of zones forming discrete work packages within the overall project.

18. It is recognised that residents can experience parking problems outside of the proposed rings; in these cases a bespoke scheme may be appropriate. A prime example is the Memorial Stadium where a bespoke residents' parking scheme is to be developed as part of the possible section 106 planning agreement. The timing of the implementation of any development led scheme is not affected by the recommendations of this report.

General Principles

19. To make the residents' parking zones easily understandable it is recommended that the basic rules be made as simple as possible. The expanding 24 hour economy means the problems associated with non residents parking in the streets surrounding the City Centre are not confined to the standard working day; any RPZs introduced within the inner ring will therefore need to operate 24 hours per day 7 days per week.
20. The needs of business and other attractions such as community centres and religious establishments can be addressed through the provision of pay and display bays, the proportion and operational hours of which can be varied to meet the needs of each area.
21. The charges that other Authorities make for permits and limits on numbers are shown in Appendix 2. In some Authorities the cost of the permit depends on the type of vehicle. It is recommended that permits be charged at £40 per annum for the first vehicle, to cover administrative costs, and within the range of £100 to £200 per annum for a second vehicle. The cleanest vehicles, those in band A, will be exempt from the charge for the first permit. For 2 band A vehicles the cost will be £100. In exceptional circumstances, where it is considered that the issuing of a permit to a third vehicle could be accommodated on street, a charge of £500 will be levied. It is intended to develop a discounted permit scheme for people in receipt of benefits.
22. All permits will need to be vehicle specific to avoid any potential abuse. Permits will be issued on the basis of Council Tax addresses hence houses in multiple occupation will only be entitled to a maximum of two permits.
23. Visitors will be catered for by the issuing of a permit in the form of a book of vouchers at £1 per voucher, valid for one day only. The number of vouchers issued will be limited to 50 per year, although in certain circumstances, such as when an individual needs regular care visits

additional vouchers will be issued free of charge.

- 24.** The rationale for restricting permits is illustrated in Appendix 3 which demonstrates the impact of reviewing TROs in five sample areas and comparing on street availability with the estimated number of cars in that area. The table shows the ratio of the number of spaces per household and the number of spaces per car to be less than 1 in most cases.
- 25.** A number of advisory parking bays for disabled persons currently exist within the proposed CPZs. It is proposed that these be removed on the introduction of the scheme and that a number of statutory bays be provided for blue badge holders who are eligible for a permit thereby bringing greater certainty of parking to those in greatest need. These new bays will be in addition to any other statutory bays provided for blue badge holders that are for general community use. Precise numbers of these bays, and the appropriate criteria for allocation will be further developed over the next few months. It is also proposed that statutory bays be provided for other purposes such as, for example, loading or car clubs, as appropriate.
- 26.** As for the Pay & Display areas, it is recommended that the first 15 minutes should be free of charge. Charges for longer stays should be £1 per hour, with the option of 30 minutes for 50p and a maximum stay of 4 hours. The charges will apply between 8.00 am and 6.00 pm or between 8.00 am and midnight depending on local circumstances. If using these spaces, permit holders would also have to pay during the hours of operation. Clearly, a rigorous enforcement regime will be essential to the successful implementation of the project, and it is intended that the necessary additional enforcement staff are recruited.
- 27.** Overall, the Bristol Residents Parking Project is expected to cover its costs, and provide for some nominal investment in alternative travel modes for commuters who no longer park in the centre. The costing projections are captured in Appendix 4, which shows the project paying for itself in five years, once fully established. These projections are inevitably subject to significant possible variation given this early stage, but they do include a degree of sensitivity analysis to ensure undue financial risks are not being proposed. Contingencies exist within the costings to allow for worse than expected performance. The business case will need to be refined much further during the development phase however, to give the necessary confidence to proceed to implementation. Up front capital funding will also need to be secured before the project can commence, as part of the Council's capital programme deliberations. Any surplus income will be directed towards complementary transport improvement measures and further targeted resources for enforcement. Enhanced public transport and Park and Ride services are to be developed to provide alternatives for commuters as ring fenced funds allow.

Other Options Considered

- 28.** Doing nothing is not considered an option given current problems faced by residents, access difficulties and the fact that it would be contrary to Council policy.
- 29.** A scheme that restricted the operational hours of permits to specified hours of the day, for example between 10.00 and 11.00am and between 3.00 and 4.00pm, could be introduced. This would however be more difficult to enforce as Parking Attendants would only be able to visit a small proportion of the zone on any given day resulting in the likelihood of motorists 'taking a chance' on parking within the zone as the occasional fine would be cheaper than paying to park in the City Centre.
- 30.** Similarly a RPZ with specified operational hours such as 8.00am to 5.00pm could be introduced. Experience in other authorities has however shown that conflict often occurs at the beginning and end of the enforcement period. This type of regime will not protect residents where there is a vibrant evening economy.
- 31.** Five or six-day controlled zones could be introduced but as the City Centre is active 7 days a week, with the weekends being almost as busy as week days, problems will still occur for residents as demand for parking spaces from shoppers take over the weekday demand from commuters, continuing to restrict residents' ability to park

Risk Assessment

- 32.** The main risks associated with not following this course of action are
 - Congestion will continue to occur around the CCPZs as commuters seek parking space. This will give rise to further pollution and continue to reduce the quality of life for residents within these peripheral areas.
 - Residents will continue to find it difficult to park in their own area as parking spaces are taken up by drivers from outside, particularly during the day but also well into the evening in some areas.
 - Commuters will continue to use their cars rather than alternative means of transport thereby increasing congestion and pollution as well as undermining delivery of the Local Transport Plan.
 - Access for emergency and other service vehicles will, in some areas, continue to be a growing problem.

33. The main risks associated with following this course of action are

- Displaced parking moves into areas further from the centre adding to congestion in those areas as a 'ripple effect'.
- Residents may not be able to be issued with sufficient permits to cover all of the vehicles they own and they may view the charges as being unacceptably high, particularly for second and subsequent vehicles. They may feel that they have lost some freedom for visitors to come and park near their home.
- The reputation of the Council is at risk if implementation of the scheme is not handled sensitively and expeditiously, or causes unexpected consequences in particular locations.
- Whilst the proposals are being put forward to support the Councils transport strategy of reducing reliance on the private car there is a need to be mindful of the fact that the cost of the proposals could outweigh the benefits gained particularly if consultation shows only limited support; as the cost of implementing and enforcing any agreed schemes may be prohibitively high.
- Residents will also expect, having paid for any permits issued, that the scheme is fully enforced so that their space is not taken by illegally parked motorists. A high level of enforcement will therefore be required.

34. The action to be taken to mitigate these risks are

- Research with other authorities who have introduced similar schemes to ensure that we apply best practice.
- Implementation of a widespread consultation and information process with a clear explanation of what residents can expect.
- The use of project management arrangements to deliver the project comprehensively (including the timely introduction of high enforcement levels, for example), cost effectively and professionally within a short but realistic timescale.

Equalities Impact Assessment

35. The implementation of residents' parking schemes will include measures to ensure those who need to be able to park close to their homes can do

so. Furthermore, by implementing a CPZ, all parking in the area will be controlled including pavement parking thereby, for example, reducing the number of barriers for wheelchair users. Equalities will also be improved by encouraging the use of public and other alternative modes of transport thereby making them more viable.

36. A full Equalities Impact Assessment will be undertaken on all equalities strands. The likely impact on the strands, in general terms, are:-

- Women and men - The location where a permit holding motorist can park will be, as now, dependant on the availability of parking space. Some motorists, regardless of gender, may have to continue to park further away from their home than they would wish but the introduction of a permit scheme is likely to improve their chances of parking near to their home as there will be fewer commuters parking in the area.
- Racial Groups – it is acknowledged that there are areas within the proposed inner ring that have amongst the highest proportion of BME residents in the city. As the proposals are aimed at influencing primarily commuter behaviour and improving the quality of life of residents, it is considered that with the mitigation measures set out elsewhere in this section, there should be no disproportionate impact on BME communities arising from these proposals.
- Disabled People - These are clearly the group that will be most affected by the proposed RPZ's. The Disability Discrimination Act, 1995 states that it is unlawful for a public Authority to discriminate on the grounds of disability and that the Authority has a duty to make any reasonable adjustments, otherwise it could be:-
 - impossible or unreasonably difficult for a disabled person to receive a benefit since any residents' parking scheme could potentially make it more difficult for them to park close to their home or destination, particularly as advisory parking bays can not be provided within a controlled area and;
 - unreasonably adverse for a disabled person to experience being subjected to a detriment, since, by potentially being unable to park close to their home or destination, it may make it unreasonably difficult for a disabled person with mobility difficulties to travel to and from their home, or places they wish to visit.
 - Options for consideration will need to be clearly identified so that an informal consultation exercise can be undertaken with groups representing the disabled. This will enable options that are generally acceptable to be priced and, if not prohibitively expensive, to be formally consulted on later.
- Whilst it will be necessary to seek the views of those representing the disabled it is currently considered that the best way forward will be to

create mandatory bays for use by blue badge holders who are also permit holders and so any such individuals living in the area should benefit from the proposals as they are more likely to be able to park near to their home. It is not however proposed to make any of the bays available for specific residents. Additional statutory bays will also be provided for blue badge holders who are visiting the area, but again these will not be available for specific individuals.

- LGB - It is not perceived that residents of any particular sexual orientation will be disadvantaged by this project.
- Age (young people and old people) - Residents' permits are to be issued on the basis of 1, 2 or possibly 3 permits per household, depending on the availability of space. Equal numbers of permits will be available to each household, subject to demand. These permits are not specific and residents will be free to park in any available space, regardless of age. The restriction on houses in multiple occupation may impact adversely on younger people (students and young professionals); to mitigate this permits will be available for off street car parks. Equal numbers of visitor permits will be available to all residents, although additional permits will be available for residents who need to receive welfare visits. Since it is often more elderly residents who require welfare visits they should benefit from the proposals as more space for carers to park in should be available.
- Faith - There will be religious establishments, as well as other community attractions, situated within the proposed permit areas and so pay and display facilities are to be provided to generate a turnover of motorists in order to try and free up parking spaces for people attending. The operational hours of pay and display bays within individual zones will vary depending upon community need and desires. Account will therefore be taken of the presence of any religious establishments when working with residents in finalizing scheme design.
- Low Income – it is recognised that this proposal will have an inevitable impact on households with a low income. It is therefore proposed to develop a discount scheme for people in receipt of benefits.

Legal and Resource Implications

Legal

The Council, as traffic and highway authority for its area, has a key role to play in delivering the policies and objectives of the Joint Local Transport Plan. The promotion of a residents' parking scheme as part of a controlled parking zone will require the advertisement of draft parking and traffic regulation orders prepared pursuant to the Council's powers under the Road Traffic Regulation Act 1984. Any initial informal non-

statutory consultation on preliminary design principles must be undertaken with all affected stakeholders separately from the formal statutory consultation process. The Council will in due course consider any objections and representations received before proceeding to make any final decision as to whether or not to implement the scheme (with or without modification as the case may be).

In devising a residents parking scheme, the Council must exercise its powers taking into account lawful considerations with the aim of traffic management policy only. The charges for the scheme must reflect this. Any incidental surpluses generated by the scheme are permissible however, subject to re-application through the ring fenced account referred to below in Financial Implications.

In promoting a residents' car parking scheme, the Council will need to be mindful of the Disability Discrimination Act 1995 (as amended). Briefly, it is now unlawful under the Act for a public authority such as the Council exercising any public function to discriminate on the grounds of disability. Furthermore, a public authority has a duty to make reasonable adjustments to any policy, practice, procedure or physical barrier that makes it either impossible or unreasonably difficult for a disabled person to receive any benefit, or unreasonably adverse for a disabled person to experience being subjected to any detriment. It is unlawful to fail to make a reasonable adjustment without a lawful justification: the most relevant of which may be that it is the reasonable opinion of the council that treating a disabled person equally favourably would in the particular case involve substantial extra costs and, having regard to resources, the extra costs in that particular case would be too great. In essence, to be lawful, any discriminatory treatment or failure to comply with the duty would have to be a proportionate means of achieving a legitimate aim'.

Legal advice given by: Peter Malarby, Senior Solicitor (Highways & Transport) & Joanna Roberts, Solicitor (Equalities).

Financial

(a) Revenue

A full business case will need to be developed for the proposed extension of the CCPZ; pilot RPZ schemes, and remaining RPZ schemes within the inner ring. The illustrative project costs (see Appendix 4) demonstrate that the annual running costs (including the repayment of the implementation costs over the first 5 years of the schemes) will be covered by the suggested charges. There is no requirement for Residents Parking Schemes to be self financing but any surplus derived from Residents Parking Schemes must be reapplied to transport and cannot be applied generally within the MTFP.

(b) Capital

The set up costs of £4m included in the illustrative project costs (see

Appendix 4) will be funded from prudential borrowing and repaid in the short term, over the first 5 years of the schemes.

Financial Advice given by Mike Harding
Head of Finance, CLS & PT&SD

Land

Not applicable as all works are within the existing highway boundary.

Personnel

It will be necessary to appoint additional Parking Attendants (PAs) to patrol the initial pilot areas if the appropriate level of enforcement is to be provided. These PAs will be able to undertake additional duties whilst the size of the RPZs is small but as the area to patrol increases their ability to undertake other duties will reduce. As the RPZs expand further additional PAs will be required. Additional administrative positions will need to be created to process the permit and voucher applications. The costs associated with these positions are referred to in Appendix 4

Appendices:

Appendix 1 Basic principles and steps to implementation

Appendix 2 Benchmarking information

Appendix 3 Pilot study summary table

Appendix 4 Outline Business Case

Appendix 5 Physical Environment Scrutiny Commission Minutes

Appendix 6 Proposed General Principles for Operation of RPZ

Figure 1 Draft areas for expansion of existing Central Controlled Parking Zones and Residents' Permit Parking

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

Background Papers:

Report on Residents' Parking Zones to the Physical Environment Scrutiny Commission on 27th September 2007

Cabinet Report – An amended Parking Strategy 13th October 2005
Joint Local Transport Plan

This report supersedes the 'Residents' Parking Schemes (Controlled Parking Zones) - Prioritisation of Requests for Schemes' Report and decision made

at Environment, Transport and Leisure Executive on 28th January 2003

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What is a Residents' Parking Scheme (RPS)

Residents' Parking Schemes may be introduced where there is competition for parking spaces between residents and other users (commuters for example). Essentially residents apply for permits for which a charge may be made and which may have other controls placed on them such as number per household. The permit entitles the holder to park within marked bays within the scheme area for the hours of operation of the scheme; non permit holders parking within the bays may receive a £60 penalty charge notice. It should be noted that a permit does not guarantee that spaces will be available – it is usually a case of 'first come first served'.

A survey of on-street parking during the working day has shown, not surprisingly, that the greatest pressure is on those streets adjacent to the city centre controlled parking zone. It is therefore expected that the first RPSs will come forward within this area, referred to in these appendices as the 'inner ring'. The effect of introducing RPSs within the inner ring may be to displace parking pressure further out into an area referred to as the 'outer ring' where RPSs may also be needed. It is acknowledged that there are pressures elsewhere (the areas around sports stadia on matchdays for example) which will require bespoke RPSs.

A Residents' Parking Scheme can be introduced on its own or as part of a Controlled Parking Zone (CPZ). **In this case it would be referred to as a Residents' Parking Zone (RPZ)**. A CPZ is an area in which parking controls are applied to every street within the area in some way. Signs show when you are entering or leaving a CPZ and the times that waiting restrictions in the zone apply. For the purpose of this report it is assumed that Residents' Parking Schemes will be introduced as part of a CPZ to ensure consistency with the city centre and because it is intended to review all Traffic Regulation Orders in the proposed areas so that the number of parking bays can be maximized whilst ensuring safety and emergency service access.

RPSs are introduced for various reasons that include:

- To make it easier for residents and their visitors to park near their homes during the day,
- To improve residential amenity by reducing the number of vehicles touring an area looking for a parking place,
- To increase the turnover of parking to help users of local businesses, shops and services,

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- To reduce congestion caused by inconsiderate and inappropriate parking,
- To provide or improve on-street loading facilities and access for people with disabilities.

How does Residents' Parking Scheme (RPS) and a Controlled Parking Zone (CPZ) Work?

Prohibitions

In a RPS/CPZ every street will be subject to a waiting restriction or other prohibitions except for where parking places are marked out.

Yellow lines prohibit waiting either:

- On the days and hours shown on nearby signs plates, or
- If there are no signs, on the days and hours shown on the large entry signs located at every entry point to a RPS/CPZ
- At all times for double yellow lines.

Yellow lines prohibit waiting, but allow vehicles to load or unload. Parking Attendants enforce on the basis of what they see happening, so if a driver is away from a vehicle making a delivery and a Parking Attendant does not see unloading taking place, a penalty may be issued. In some locations loading is not allowed. This is shown by marks on the kerbstones and nearby signs, eg at certain times on a P&R or Showcase Bus Route.

Blue badge holders can park on yellow lines for up to three hours with their "clock" disc displayed in locations and circumstances laid out in the DETR booklet, "*The Blue Badge Scheme- Parking Concessions for Disabled and Blind People*" (March 2000).

RPS/CPZs may also include other prohibitions such as zebra crossing zig-zags which prohibit stopping at any time, school keep clear markings and restricted bus stops both of which apply at times shown on nearby signs.

Vehicles that contravene a restriction may be issued with a £60 penalty charge notice and the vehicle may be removed.

Permitted Parking

Parking places are marked out in white lines to show where parking is allowed. Parking places will be subject to conditions, and signs will show what these are, (see below). Contravening any condition of use of the

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parking place, parking outside the marked bays, or parking in a suspended parking place may result in a £60 penalty charge notice being issued to the vehicle and it being removed.

Examples of parking places:

- **Residents' permit holders only** – for resident permit holders and users of visitor permits,
- **Business permit holders only** – for those displaying a valid business permit. The zone letters on the permit and sign must be the same.
- **Permit holders only** – combining both of the above.
- **Pay and display** – for visitors to the area that require paid short-stay parking. A ticket needs to be paid for, and clearly displayed. You must be prepared to pay as soon as you park as no time is allowed to go and get change. The maximum stay may vary in each RPS/CPZ from place to place depending on local needs.
- **Shared use parking places** might combine business and/or resident permit parking with pay and display. The signs will make clear the conditions.
- **Disabled Bays** – for badge holders only for residents and visitors, either for an unlimited period, or if the sign indicates, for the maximum stay shown of 3 hours. When the maximum stay is limited the “clock” disk must be displayed in the vehicle as well as the Blue Badge.
- **Loading places** – for use only to load and unload. If there is a time limit, or if the loading place is only for goods vehicles the sign will show this. Vehicles may also load or unload from parking places within certain limits. Parking attendants enforce on the basis of what they see happening, so if a driver is away from a vehicle making a delivery and a parking attendant does not see unloading taking place, a penalty charge notice may be issued. The notice may be cancelled later if proof of loading is submitted.
- **Motorcycles Only bays** – for motorcycles, free of charge and for an unlimited period. Motorcycles can also be parked in pay and display and permit parking places with the appropriate ticket or permit.

Parking within bay markings

Vehicles must always be parked within the marked-out bay markings. If not, a £60 penalty charge notice may be issued to the vehicle and it may be removed.

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Suspended parking places

From time to time it may be necessary to suspend a parking place to allow work to take place by statutory undertakers, builders etc, to allow access, to facilitate a removal or a special event or for other reasons. No-waiting cones indicate the restriction and vehicles must not be parked where cones are placed along the edge of the road.

Other restrictions

- Pavement Parking - parking on pavements is not permitted if the adjacent carriageway has an operating waiting restriction on it (eg. double yellow line). If a vehicle is parked in such a position a £60 penalty charge notice may be issued to the vehicle and it may be removed.
- Obstruction – Even when restrictions are not in force, it should not be assumed that parking is always allowed. The police have the powers to remove a vehicle which they consider is causing an unnecessary obstructions.

Signs and road markings

Parking controls are indicated by road markings and signs prescribed and regulated by Government. This ensures common standards across the country. All signs associated with parking control are detailed in “*The Traffic Signs Regulations and General Directions 2002*”. (HMSO). Details of these signs also appear in the Highway Code.

It should be noted that not all areas of the city surrounding the Central CPZ have similar characteristics. For example, Clifton has a lot of business activity and it can be expected that an amount of daytime parking is associated with local businesses. Some parking in the area will be commuters, but there will also be operational use by businesses in the area and business visitors and shoppers. Criteria may be changed as a result of detailed design work and consultation.

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APPENDIX 2 – BENCHMARKING INFORMATION

This Appendix provides examples of comparisons with some other Authorities.

1.1 Permit Charges Comparison in £'s for 12 month period

Southampton - Permits are restricted to a maximum of 1 per official postal address. Occupiers of flats, and shared accommodation may have to check to establish whether or not they have an official and separate address. No Charge is currently made for the first Resident's permit issued to an address. In some areas provision exists for a second resident's permit to be issued for which a charge of £55.00 per year will apply. Suspended bay permits currently cost £12 per day per bay.

Richmond raised prices significantly at 2/4/07 and are committed to raising second permit prices again at April 2008. The change included banded rates for age of vehicle (pre or post 2001 registration) and engine size (pre 2001) and emission figures (post 2001). First permits range from £30 to £300, Second and any subsequent permits £45 to £450. Very low emission vehicles only (Band A) reduced to free.

York raised prices April 2007 to First Permit £88 (with 50% reduction for certain low emission vehicles (Band A and B), Second £130, Third £256, Fourth £512

Bath Central Zone 1 permit at £66 can be used for up to 2 vehicles. Zones 1 – 9 1st Permit £55, 2nd Permit £82

Reading - First permit free of charge; second permit £55 administration charge. It is not normally possible for more than two permits to be made available to any one household. Applications for third or subsequent permits may be made under exceptional circumstances only.

Newcastle – £20 per annum. If you live in the City Centre then you can apply for a permit, which will exempt you from parking charges during specific times (see 1.4). The charge for these permits is either £99.00 or £131.00 per annum depending upon the location of your house in the City Centre. Discounts of 50% will be given where the applicant is in receipt of Income Support / Jobseekers Allowance.

Sheffield - Recently the Council has decided to adopt a more holistic approach and establish a Peripheral Parking Zone (PPZ) around the City Centre based on where parking problems were known to exist, where requests for action had been received, and where existing Residents Parking Schemes were in place. Residents' permits - made available to residents in the area and are issued to a specific vehicle. Generally limited to two permits per household. First permit: £36.00 per year. Each additional permit: £72.00 per year. Third and fourth permits may be issued at the discretion of Sheffield City Council.

Plymouth - The charge for all resident's parking permits from 1 April 2003 is £25. Residents parking schemes are currently under review. Estimated admin cost for issue only £30-£35.

Nottingham – Anyone who can prove they are a resident within a scheme area and are in an eligible property can apply for a Residents Permit. Some properties where previous single dwellings have been converted into flats may not be eligible due to planning restrictions. The maximum allocation of permits per household is 3. This can be made up of either 1 resident

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(vehicle specific) and 2 visitor permits or 2 resident (vehicle specific) and 1 visitor permits. Resident and their Visitor permits are valid for 2 years and are currently free of charge.

Cardiff – A scale of charges for multiple permits held at a particular address applies, (with the exception of certain areas, where 3 permits are automatically issued to each residence per application) – 1st = £5, 2nd = £30, 3rd = £45, 4th or more (each) = £60

Exeter – There is a non-refundable fee for each permit issued to cover administrative costs, and to provide additional enforcement by traffic wardens. The fee for a year is £12. Since 1st August 2005 households have been limited to a maximum of two permits at any one time.

Summary of 2006/2008 information (- indicates no permits allowed)

	1 st Permit	2 nd Permit	3 rd Permit	4 th Permit
Southampton	0	55	-	-
	(Only some areas allow 2 nd permit)			
Richmond (London)	30-300	45-450	-	-
	(average prices – varies between zones)			
York CC	88	130	256	512
Bath CC	55 (66)	82	-	-
Reading BC	0	55	-	-
Newcastle	20	20	20	20
Sheffield CC	36	72	#	#
	(# Special Consideration only for 3 rd and 4 th)			
Plymouth	25	25	25	25
Nottingham CC	0	0	-	-
Cardiff CC	5	30	45	60
Exeter CC	12	12	-	-

Where permit costs are free or low, the implementation costs of the RPSs are capital funded with the subsequent operating costs funded by revenue from off-street parking, or park and ride sites

There is a range of variation amongst local authorities in the allocation of residents' permit and their costs. The same is true of business permits. Prices range from free to over £100 for the first permit.

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1.2 Visitors Permit Rates (at 2006/2007)

Southampton - Each property is entitled to 60 days visitors permit per year from the last application. These enable the visitors to park on a daily basis in the residents area when the scheme is in force, providing the vehicle is no more than 6 metres in length. No Charge is currently made for the first Resident's permit issued to an address or for Visitor's and Essential Visitor's permits.

Richmond - Generally Pay & Display during day, free night

York CC - £1 per day

Bath Zones 1-9 Each household is allowed 100 permits per year. Residents over 60 are allowed 200 permits per year. Costs £5 per book of 25.

Reading - Single use scratch cards, one to be used per vehicle, per day, valid until 10:00hrs the following day. Maximum of 11 books of 10 scratch card permits per household per zone year; proof required of residency. Permits will be issued for the defined zone, which applies to the address. First TWO books of 10 cards each zone year issued free of charge, thereafter, £12 per book of 10 cards.

Newcastle – 1 visitor permit at £10 per annum

Sheffield – made available to residents to enable their visitors to use the bays. £5.00 for 25 daily permits.

Plymouth – Residents are limited to the purchase of three books of 30 Resident Visitor Tickets annually. The current cost for the books is: £15 for the first book, £25 for the second and £35 for the third. (Hence 90 max.)

Nottingham – Visitor permits are valid for **2 years** and are currently free of charge. One card issued

Cardiff - One visitor permit per property is available for £5

Exeter - A book of permits may be issued to any eligible resident, to allow legitimate visitors to park permitted vehicles in a residents' parking space. There is a non-refundable fee of £12 for each book of visitor's permits issued. Each household is allowed a maximum of two books of 30 permits. Further books can be purchased 12 months later.

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1.3 Business Permits

Southampton - If you have a business within a residents parking zone or are a tradesperson working within the zone you may be able to purchase a Business Permit. Temporary Business Permit (2 weeks) £12.00
Business Permit (12 months) £275.00 Business Permit (4 months) £105.00

York - Only 1 business permit allowed £315

Bath - Central Zone no Business Permits allowed. Zones 1 – 9 1st Business Permit £60, 2nd Business Permit £90

Reading - Up to two permits allocated annually to specific vehicle; available on proof of business address and declaration of use of vehicle for and in the course of business. Copy of insurance document showing vehicle is insured for business use. £50 administration charge for the first permit, £100 for the second; further permits only by special application and agreement of RBC.

Newcastle – If you have a business in an area which is covered by on street parking restrictions then you may be able to apply for a business permit. This will exempt you from fixed daily charges and is available at a charge of either £82.00, £165.00 and £578.00 per annum depending upon the location of your business

Sheffield – made available to enable vehicles that are required for operational purposes to use the bays. They are not designed to enable staff to park all day. First permit: £72.00 per year. Each additional permit: £144.00 per year. Third and fourth permits may be issued at the discretion of Sheffield City Council.

Plymouth – Business Parking Permits are available in most Resident Parking Schemes in the city and are issued for use within the specific scheme that the business premises is situated in. No specific info available on line.

Nottingham – Business permits are available to people conducting business at premises located within Residential Parking Schemes areas.

The maximum allocation of permits per business is 2. This can be made up of 1 business and 1 visitor permits or 2 visitor permits.

Business permits are valid for 1 year and are currently free of charge.

Cardiff – Permits are not available

Exeter - The first permit issued to a business costs £25, the second permit £75 and the third permit £150. For example, three business permits will cost £250. Businesses are allowed a maximum of three permits at any one time.

1.4 Operational Hours and Types

Southampton - Residents vehicles displaying a valid permit, may park on-street in designated areas. The parking restrictions apply between 8.00am and 6.00pm Monday to Saturday. Outside

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these hours the parking is not controlled, except for these areas where double yellow lines apply. If you have a disabled persons badge you can park in the limited waiting areas of the residents bays for as long as you wish.

Richmond (London) - Varies considerably from a minimum Mon-Fri 10.00am to 12.00pm (2 hours) in some zones to a maximum of Mon-Sun 8.30am to 6.30pm (incl. B.Hols). Generally hours are between Mon-Fri 10.00am-4.30pm or Mon-Sat 8.30am-6.30pm. There are very variable types of zone. Some are all permits, some with pay and display and some shared bays to suit local situations.

York CC - Most zones operate 24 hour, 7 days a week. However, some are less restrictive to meet residential needs. They are only installed when residents make request/petition for them with sufficient support.

Bath Central Controlled Parking Zones operate 8am to 6pm Mon to Sat. Residents Permit bays operate 24/7 or are shared use. Permits may also be used in some off-street car parks. Zones 1-9 Operate 8am to 6pm Mon - Sat

Reading - Parking permit zones in Reading are classified as either SHARED USE zones or NON SHARED USE zones. A shared use zone enables people who do not have a permit for that zone to park at certain times of the day, as indicated on the signposts within the zone. A non shared use zone is reserved exclusively for vehicles displaying a valid parking permit (including visitor permits) for the specific zone. 8am-8pm Mon-Sat as standard.

Newcastle - Charges apply between 8am and 6.30pm, every day in the City Centre and 8am and 6.30pm, Monday to Saturday outside of the City Centre.

Sheffield – The controls on the various parking bays and the single yellow lines in the zone apply Monday to Friday between the hours of 8:00am and 6:30pm. The double yellow lines in the zone apply at all times.

Plymouth – Currently Plymouth central area has 34 schemes in operation, the majority of which operate Monday to Saturday. However, this is currently under review. The different CPZs within Plymouth have different hours of operation. These are indicated on the signs for each area, so motorists need to check the signs before they park.

Nottingham – Permit holders will be able to park in marked bays within their allocated scheme area during the hours of operation (usually 8.00am to 6.00pm) providing the permit is clearly displayed.

Cardiff – Resident only parking bays will be provided on streets where existing parking volumes reach the levels shown below. Resident bays will be provided at the corresponding percentage of available parking space.

70-80% parking volume - 25% resident parking provision

81-100% parking volume - 50% resident parking provision

These facilities currently operate from 8.00am to 10.00pm every day.

Exeter – No details on Website

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1.5 Disabled Bays outside of resident’s addresses.

As yet, no examples of Councils having disabled bays for residents within Permit Zones have been located. Like Bristol, many do now have a system of advisory disabled bays outside zoned areas.

	Permit Zone	Non Permit Zone
Reading Borough Council	No	No
Bath	No	Yes
York	No	Yes (statutory)
Warwick CC	No	Yes (£80 charge)
Southampton	No	Yes (statutory)
Richmond	Very unlikely	Yes (statutory)
Sheffield	No	Yes

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Residents' Parking Report

APPENDIX 3 - SUMMARY SHEET OF PILOT STUDY

Residents Parking/Controlled Parking Zones Pilot Study

Summary sheet for all areas (version 1.3)

Pilot Area Name	Max. possible spaces complying with existing restrictions	Max. possible without restriction	Current on street parking count no 1	Current on street parking count no 2	On-street spaces available after criteria applied	Off-street spaces (estimated)	Residential Properties as per Council Tax valuation all bands purely Domestic Properties only	Estimated number of cars based on LSOA 2001 census data	Ratio of spaces (proposed) per car (LSOA data)	Ratio of spaces (proposed) per household (Council Tax Valuation)
Southville (LSOA areas)										
1) Coronation Road West Area	34	42	20	22	34	25	53	40	0.84	0.64
2) Coronation Road East Area	753	830	465	603	619	78	784	776	0.80	0.79
3) Stackpool Road Area	510	537	351	406	431	27	463	435	0.99	0.93
4) Hamilton Road Area	441	461	275	398	424	3	436	449	0.94	0.97
Southville (total areas 1 - 4)	1738	1870	1111	1429	1508	133	1736	1701	0.89	0.87
West of Jacobs Wells Road										
	494	621	277	382	392	78	649	451	0.87	0.60
West of Redcliff Hill										
	81	153	83	86	129	358	153	103	1.25	0.84
South of Braggs Lane										
	101	318	87	124	144	85	235	158	0.91	0.61
Kingsdown (all areas) **										
	1076	1435	1053	1153	1187	918	3036	2757	0.43	0.39
Further details on what is included in these columns	Excludes parking across drives/garages or where existing restrictions apply	Up to ~2m from corners but not across junctions (otherwise all kerb length)	Current on street traffic count no 1 (Weekday Mid-daytime - August /Sept 2007)	Current on street traffic count no 2 (Weekday Mid-daytime - October 2007)	On-street spaces available after ResPark road width criteria applied	Visual examination without entering property (May be many more in some areas)	Residential Properties as per Council Tax valuation from VOA.gov.uk web site	Estimated number of cars based on LSOA 2001 census data	Ratio of spaces (proposed) per car (LSOA data)	Ratio of spaces (proposed) per household (Council Tax Valuation)

**NB - The ratios for the Kingsdown Area in particular are significantly affected by large blocks of flats containing a high number of households and owning a significant number of cars (many of which are accommodated within private parking on the sites) in areas where there is little on-street parking. There are also a number of "Low car ownership developments" in which it is recommended that households would be excluded from the issue of permits.

APPENDIX 4

Illustrative Project Costings

Inner Ring Permit Sales (First permit assume 18,400 @ 60% take up) (second permit)	11040 500	40 200	£442,000 £100,000
Income from Visitors Permits 11040 @ £15	11040	15	£166,000
Income from Business Permits 400	400	100	£40,000
Income from PCN (20 per day @ 300 days)	6000	40*	£240,000
Income from Pay & Display			
Presumed spaces @ 67% approx of households	12000		
Pay & Display (10% of spaces)	1200		
(1200 spaces at £10 per day for 300 days per annum with optimistic utilisation of 60%)			(£2,160,000)
1200 spaces at £10 per day for 300 days per annum with realistic utilisation of 40%			£1,440,000
(1200 spaces at £10 per day for 300 days per annum with pessimistic utilisation of 20%)			(£720,000)
Income per annum - sub Total			£2,428,000

Annual running costs (first 5 years)

Implementation costs repayment			£803,000
Additional admin/processing (assume 5 staff and £20 per transaction)	5	35000	£175,000
	17400	20	£349,000
Additional enforcement staff	20	35000	£700,000
Maintenance Costs (5%)			£200,000
Additional dedicated Park & Ride/Bus Services			£177,000
Running Costs - sub Total			£2,404,000

Surplus (nominal 1% on income, essentially break even)

£24,000

Set up cost

Project management			£500,000
Consultancy support design and consultation			£750,000
Equipment (P & D Machines)	200	4000	£800,000
Construction			£1,600,000
Contingency (10%)			£365,000
Set Up cost - sub Total			£4,015,000

* Weighted average, assuming most pay early (ie £30 not £60)

**EXTRACT FROM THE MINUTES OF THE PHYSICAL ENVIRONMENT
SCRUTINY COMMISSION – 27TH SEPTEMBER 2007**

PE

39.9/07 RESIDENTS' PARKING SCHEMES

The commission received a report from the Director of Planning, Transport and Sustainable Development (agenda item no. 13) requesting the commission's views on a number of aspects in relation to the shaping and implementation of additional controls on residents parking. The Director of Planning, Transport and Sustainable Development introduced the report stating that resident's parking schemes were a fundamental contribution to getting people to use alternative modes of transport. He added that the report before members set out the basic issues around such a scheme and requested the commission's views before the scheme could be progressed. He acknowledged that delivery of the project would be difficult and needed to be carried out within a very short timescale and therefore hoped that consultation would be kept to a manageable level. The Head of Transport Operations produced a summary sheet detailing the pilot study zones and illustrated the number of car parking spaces that would be available prior and after implementation of the scheme. He stated that the pilot study areas were chosen for their different types of housing.

The following points were made as a result of discussion:-

- the areas selected for the pilot study were largely used by commuters who took places vacated by residents and remained there all day so that residents/visitors struggled to find a parking space at certain times of day. This illustrated the pressures that existed in certain areas of the city;
- the estimated number of cars per street had been based on the 2001 household census. It was inevitable that parking pressures would have increased since 2001;
- surveys of parking within the inner city have identified those streets where 85% or more of the kerbside space was occupied during the day-time. These streets would be used to help define the inner ring. Once schemes were implemented within the inner ring, parking was likely to be displaced further out. This might necessitate the creation of an outer ring, perhaps with a less rigid operating;

- It was noted that there were some areas on the edge of the city where residents had already requested a parking scheme;
- the commission was in favour of a car specific permit and not a household permit;
- the more a scheme could be universally applied the easier it was to administer and implement into new areas. It was acknowledged that certain principles would apply across the board whilst there were some variables to reflect particular circumstances;
- the viability of local shopping areas near residents parking areas was a key issue. Capacity for short term parking (eg. pay and display) in order for car drivers to visit the shops should be provided;
- it was noted that such parking schemes could invoke residents to pave over their garden in order to guarantee parking near their home. It was emphasized that no residents parking scheme could provide a space outside the permit holder's house. All parking spaces would be taken up on a first come first served basis, though it was felt desirable that residents would still be able to park reasonably local to their home;
- car free zones related to planning conditions on developments were feasible;
- the Commission was in favour of limiting the number of permits per household, significantly escalating the cost of a second permit and very significantly escalating the cost of a 3rd permit and only granting the third permit in exceptional circumstances;
- the Chair stated that it was important that the public knew that the charges were not a tax and what would happen to the monies raised, and that parking attendants would enforce the scheme;
- it was noted that the costings of the project would cover enforcement and enhanced park and ride services for commuters no longer able to park on street;
- the issue of multiple occupancy householders with more than 3 cars was acknowledged. The benefits of car clubs for students households were made clear;

- it was agreed that a 24 hour 7 days per week scheme was the simplest to implement and less sign intensive. Different areas with different hours of operation would prove very confusing for the public. Pay and display would be used to accommodate casual users;
- it was hoped that the 'outer ring' could be rolled out very soon after the 'inner ring'. These areas might not require 24 hour permits but would need measures to deter commuters and good enforcement. Separate enforcement targetting along the main arteries into the city and in particular the showcase bus routes would be provided;
- it was noted that implementation of the scheme would provide officers with the opportunity to consider improving road layouts to assist with road safety;
- with respect to concessions, it was made clear that disabled bays were mandatory. The Commission felt that consideration needed to be given to carers regularly visiting. There was a need to carry out a an equalities assessment to see how such a scheme impacted on equalities groups;
- the Commission was in favour of a lower charge and a cap on the number per year for visitors permits;
- debate took place as to the merits of differentiating charges between high polluting vehicles and more carbon efficient vehicles. It was pointed out that the scheme was intended to get people to use alternative modes of transport and was not about rewarding those cars that were 'greener'. However, after a vote, the Commission agreed that higher polluting cars should be charged more for a permit.

RESOLVED - that the views of the Commission as bullet pointed above be used to shape the Residents Parking Scheme prior to it being considered at Cabinet in November.

APPENDIX 6

PROPOSED GENERAL PRINCIPLES FOR OPERATION OF RPZ

The standard operating principles for RPZ's created within the inner ring are that:-

They operate 24 hours a day, 7 days a week

Permits be charged at £40 per annum. for the first vehicle, with free permits for vehicles in band A, which are the cleanest vehicles, and £200 per annum for a second vehicle (discounted to £100 if both vehicles are in band A). In exceptional circumstances, where it is considered that the issuing of a permit to a third vehicle could be accommodated on street, a charge of £500 per annum be levied. These charges will need to be regularly reviewed.

Permits to be registered to specific vehicles to prevent potential abuse with replacement permits, such as on change of vehicle, being charged at £40. A discount scheme will be developed for people in receipt of benefits.

Where off street parking is available and is accessed directly from the public highway, this will continue to be acceptable but no more than one permit will be issued as the access to the off street parking space will have to be protected by waiting restrictions

Recent developments where planning permission has been granted with on site parking provision lower than the Local Plan Standard, or where the allocated parking spaces are not all used for residents parking, will not be eligible for parking permits as it would undermine the effectiveness of agreed measures to reduce reliance on car use. The reason for this, is that when granting low/no car developments it can not be assumed that all car parking needs will be accommodated on site. The non-provision of resident permits will however help to deter car use by making it difficult to park. It is also proposed that occupiers for future developments that are granted planning permission for low or no car developments should not be eligible for resident parking permits. Any such restriction that is imposed will need to be clearly stated on future planning permissions which are granted within the proposed rings.

Visitors to be catered for by the issuing of permits in the form of a book of vouchers at £1 per voucher, valid for one day only but up to 11.00 am the following day to permit visitors to stay overnight. The number of vouchers issued will be limited to 50 per year, although in certain circumstances, such as when an individual needs regular care visits additional vouchers will be issued free of charge.

A number of statutory bays be provided for blue badge holders who are also permit holders. These bays will be in addition to any other statutory bays provided for blue badge holders that are for general community use. Statutory bays will also be provided for other purposes such as, for example, loading or car clubs, as appropriate.

Pay and display bays be introduced, in response to local business needs. Such parking be charged at £1 per hour, with the option of 30 minutes for 50p and a maximum stay of 4 hours. The first quarter of an hour to be free of charge so as not to discourage passing motorists from using local businesses, and this proposal to be further discussed with business representatives.

The operating hours of these bays will need to vary, depending on local demand but in general they should operate between 8.00 am and 6.00 pm or between 8.00 am and 12 00 midnight, 7 days per week.

Outside of the operational hours these bays to be available to either permit holders or, in specific locations, all motorists on a first come first served basis. The allocation of bays to be determined as part of the consultation exercise.

The opportunity be taken to review all of the existing restrictions within the proposed zones, both to revoke inappropriate ones as well as to introduce new ones. The new restrictions will be designed to make the areas safer and to improve access for emergency and service vehicles.

A charge of £100 be introduced for business permits and that these only be issued to vehicles that are registered to the business and are needed for the business purposes on a regular basis; such as to make deliveries throughout the day. A strict criteria for issuing business permits will need to be developed.