

Proposed changes to the CCBC Resident Permit Parking scheme and policy

Current Scheme/Policy Criteria	Proposed Amendments	Reason/benefit
ASSESSMENT CRITERIA		
Scheme is limited to residential areas where at least 50% of properties are unable to provide reasonable off-street parking	No change	To ensure any restrictions introduced are appropriate and necessary and do not adversely affect other road users
The residential area is immediately adjacent to major shopping centres, large employment sites, main interchanges and colleges (i.e. where there is the likelihood of demand/pressure from non-residential parking)	No change	As above
The expected displacement of parking to adjacent streets must be acceptable	No change	To ensure any parking issues/problems are not displaced to adjacent areas
At least 80% of residents support the introduction of a resident permit parking scheme having been made aware of all the restrictions and charges that apply	No change	To ensure there is adequate support for the introduction of a resident permit parking scheme
EVIDENCE OF NEED		
The problems for residents occur for at least four hours at a time and at least twice in most weeks	No change but this must be evidenced by at least two surveys undertaken for a <i>four</i> hour period each, one in the am and one in the pm on the days considered to have the greatest parking demand.	To ensure there is adequate evidence of a problem and need for parking restrictions.
Residents must have to park some distance from their properties. The measure normally applied will be at least 85% of spaces occupied for the above periods	As above	As above
The non-resident element of parking must be at least 25%	No change	To allow reasonable provision for other road users (e.g. visitors, deliveries etc.)
RESTRICTIONS		
Times of operation: Monday to Friday between 6am and 8pm	No change	This is the limit of enforcement supported by Gwent Police
Charges: £30 per permit per year	No change	To cover administration of the scheme
Source of problems: resident permit parking is not to be used to address problems caused by too many residents cars	No change	A resident permit parking scheme would not address the problem

Number of permits per property: one	Increase to two each £30 per permit per year	Increase flexibility of scheme given rise in car ownership. Note does not increase availability of on street car parking capacity but is left to residents' discretion as to whether or not to apply for another permit
No of vehicles per permit: one, for a vehicle registered at the property	No change	To allow efficient enforcement/administration and minimise the opportunity for abuse of the scheme
Business permits: £75 per permit per year where take up of resident permits and on street parking capacity allows	No change	To minimise the impact on legitimate business use where possible
Disabled blue badge holders are exempt from the scheme	No change	To maintain flexibility and accessibility for disabled road users
Availability of off street parking: properties with front driveways/hard standing/garages are excluded from the scheme and more that half the properties must have no off street parking for a resident permit parking scheme to be considered	No change	To limit the scheme to the greatest areas of need
Visitor parking: permits issued for up to two weeks where take up of resident permits and on street parking capacity allows	Allow one of the possible permits to be designated a visitor permit	To allow flexibility in the scheme, remove a significant barrier and in recognition that unpaid carers who are family/friends is on the increase
Carers: permits available for paid carers only	No change	To maintain flexibility and support for disabled residents
Vans and large vehicle over 1.5 tonnes: excluded from the scheme	Exclude goods vehicles over 1.5 tonnes but allow private vehicles up to 2.5 tonnes	To clarify the distinction between discouragement against goods vehicles and larger private vehicles (e.g. MPVs, 4x4s)