

Appendix 1: Key issues that need to be considered when requesting changes to the existing residents' parking policy

Existing Policy	Issues / Considerations
Assessment Criteria	
Requests will be limited to residential areas where:	
<ul style="list-style-type: none">• At least 50% of properties are unable to provide reasonable off-street parking.• Are immediately adjacent to major shopping areas, large employment sites, main transport interchanges and colleges.• The expected displacement of parking to adjacent streets must be acceptable.	<ul style="list-style-type: none">• The majority of our residents' parking schemes were implemented prior to this criterion being introduced. Most of the streets included within our existing schemes would not satisfy this if they were reassessed against the current policy.• Residents' permit parking schemes are not an answer to a situation where the number of residents' vehicles exceeds the available on-street parking provision. It is essential that the policy only allows residents' parking to be introduced where there is an evidenced problem of non-residents parking for extended periods. Schools, corner shops, pubs, train stations, take-away food outlets, etc. do not qualify. There is an option to amend the reference to 'major' shopping areas to enable more flexibility/responsiveness to be given to smaller communities/settlements. However, schemes should not be introduced in order to address parking problems caused by single shops/business premises or schools.• Residents' parking schemes are generally introduced on a zonal basis to prevent non-resident vehicles from being displaced into adjacent streets. This also provides residents a greater opportunity to park, as they are able to park in an

- It is expected that 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.

Need

Any request for residents' permit parking must be supported by parking surveys that show:

- The problems for residents occur for at least four hours at a time and at least twice in most weeks.
- 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.
- The non-resident element of parking must be at least 25%.

Restrictions of the Scheme

The following restrictions apply to any resident permit parking scheme:

adjacent/nearby street if they are unable to find a space in their own street

- Consideration needs to be given to what level of support needs to be evidenced in order to remove existing schemes.

- The scheme needs to retain quantifiable criteria in order to allow consistent assessment of sites.

- Times of Operation: Monday to Saturdays, 8.00 am to 6.00 pm as a maximum restriction. This can be reduced depending on the local circumstances.

- Charges: £15 per permit per vehicle (registered at the property) per annum. Cars, motorcycles and vans may apply for a permit provided that the overall height does not exceed 2.44 metres and the overall length does not exceed 5.49 metres.

- A maximum of two permits per qualifying property will be issued, of which one permit can be designated as a visitor permit.

- Those properties whose hardstands or garages fronting on to areas of resident parking will not be eligible for a permit.

- Issue of business permits may be permitted where considered appropriate and supported by the ward Members (at a charge of £75 per permit per annum).

- Requests have been received to extend the times of operation, however it should be noted that this would lead to a reduced level of enforcement during the working day when parking problems tend to be greater. The current policy states that 'enforcement outside of normal working hours, Monday to Saturday, is likely to receive a low priority'.

It should be noted that many households have more than two vehicles and are currently able to park those vehicles without permits in the streets outside of the working day.

- The £15 charge was agreed by Cabinet on November 2018. The existing size criteria appears to work well, and we have not received many requests for over-sized vehicles or complaints about the types/sizes of eligible vehicles.

- Past experience has shown that there isn't a consensus amongst residents regarding the optimum number of permits as this is dictated by personal circumstances.

- The reason for this is that a resident effectively has a reserved space on the highway in front of their drive. It should be noted that some historic schemes may offer permits to those with hardstands or garages.

- At present we only consider issuing business permits when a business is located on a street where a residents' parking scheme is in operation and it is essential that the vehicle is located nearby for operational reasons.

- Disabled badge holders are exempt from the resident parking regulations.

- This exemption was included in the TRO following legal advice obtained in conjunction with Gwent Police.

Other considerations

Changes to the physical restrictions on site e.g. altering the extent of existing residents' bays / providing new bays, changing the times of operation (within the parameters of the existing policy), adding to the list of eligible properties would not require the existing policy to be changed. Such changes could be taken forward via the normal traffic regulation process, however this process would require extensive consultation with residents on a street-by-street basis and would take a significant amount of time to deliver.

Policy changes e.g. extending enforcement hours, would require detailed consideration by Members and public consultation and engagement to inform a Cabinet decision.