

RESIDENTS PARKING INFORMAL MEMBER/OFFICER GROUP

7 December 2005

OPTIONS FOR CHANGING THE PERMIT SCHEME

REPORT OF DIRECTOR OF DEVELOPMENT

Contact Officer: Alan Jowsey Tel No: 01962 848 583

RECENT REFERENCES:

Minutes of Residents Parking Informal Working Group, 26 October 2005

CAB 1044 – Proposed Variation of Fees for On-Street Parking Permits – 19 May 2005

EXECUTIVE SUMMARY:

This report reviews the options for changing parts of the on-street permit scheme rather than the scheme as a whole. Options considered include the addition or removal of specific roads from the scheme, changes to zone boundaries, and changes to the times of restrictions within zones.

This report was initially considered by the Working Group on 22 November 2005. The only changes are in paras. 1.1 and 2.3 to emphasise that residents normally identify any issues.

RECOMMENDATIONS:

- 1 That the contents of this report be noted.
- 2 That consultation should be carried out and proposals prepared for extending the permit restrictions from 6pm to 10pm where requested by residents.
- 3 That no other changes should be made to the current permit scheme as part of this review.

DETAIL:

1 Introduction

1.1 This report reviews issues that relate to parts of the residents permit scheme rather than issues relating to the scheme as a whole. These parts can be individual roads within a zone, a single zone, or groups of zones that have similar problems. These issues are identified by residents who consider that there is a problem in their road.

1.2 There are three areas of consideration, the addition or removal of specific roads from the scheme, changes to the boundaries between individual zones, and changes to the times of restrictions within zones.

2 Addition or Removal of Roads from the Permit Scheme

2.1 There have been requests for the permit scheme to be extended in various areas adjoining the scheme boundary. These include Abbots Barton, Winnall, Highcliffe and Stanmore. There will inevitably be some problems on the edge of the scheme because of drivers who choose to park just outside the scheme and walk to their destination. This can include employees in the town, students at the University, residents who have difficulty finding a space close to their property or residents who are not eligible for a permit.

2.2 There do not however appear to be any widespread problems that would be resolved by extending the permit scheme, but individual roads in Abbots Barton and Stanmore could be investigated further. These should remain on the traffic management programme but only progressed if there is a substantial majority, say 75%, of households in those roads who support a residents parking scheme at the initial consultation stage.

2.3 There have been a few residents who have suggested that some roads could be removed from the permit scheme following the recent increase in permit charges. The only area where such a change could be realistic would be in the southern part of zone V, primarily St Faiths Road and Clausentum Road. However there does not appear to be support from the majority of residents in those roads for the permit scheme to be removed. No further action should be taken on any request to remove roads from the scheme unless residents demonstrate by organising a petition that removal from the scheme would be supported by at least 75% of the households in the roads under consideration.

3 Changes to Zone Boundaries

3.1 There have been requests from many residents over recent years for zone boundaries to be changed, either to make zones larger or smaller, or just to move all or part of a road from one zone to another. The change to enlarge a zone may be proposed because the residents would like to be able to park in another road that is not as heavily parked as their own. Other residents may consider that their zone should be smaller to prevent other residents being allowed to park in a road that those residents do not live in.

3.2 In virtually all cases some residents will benefit from the requested change since there will be less parking in the vicinity of their property while other residents will be adversely affected since there will be more parking in the vicinity of their property. It

is proposed that there should be no changes considered to zone boundaries unless it is clear that there will be no residents who are adversely affected by the proposed change.

4 Changes to Restriction Times

- 4.1 There have been a variety of requests for the restriction times to be changed. The standard Controlled Zone times are 8am to 6pm Monday to Saturday, and by adhering to these times there is no need for a multitude of signs to accompany the yellow lines within a Controlled Zone. There have for example been requests for 9am to 5pm Monday to Friday restrictions, or even restrictions for just one hour, say 10am to 11am, to deter all day parking. A one hour waiting restriction is ideal in some areas where all properties have off-street parking, particularly close to railway stations where such restrictions prevent all-day parking by rail commuters, but the restrictions do result in residents having to ensure that their own and visitors cars are moved for that hour each day. Any change that reduces the length of time the restrictions apply will increase the amount of parking by those without permits in that particular road, and may therefore be detrimental to existing permit holders.
- 4.2 There are also several roads close to the town centre where the restriction times have been extended to 10pm because of parking problems caused by customers to evening businesses such as restaurants and pubs. A 10pm restriction can be effective where there are such businesses and there is alternative off-street parking in the vicinity. However in some roads the problems are the result of there being more residents permits than there are on-street parking spaces available, and the extension of the parking restrictions to 10pm would not resolve those problems. Current requests for an extension to 10pm include Newburgh Street, Edgar Road, and Nuns Road.
- 4.3 Changes to enforcement hours during the working day will not in general change the level of enforcement required within a zone. Many roads with residents parking are only patrolled one visit per day or three visits per week due to the relatively low level of contraventions that occur. Within the centre of the town, roads such as St Peter Street and Colebrook Street are patrolled four visits per day since there are more frequent contraventions where parking is in very high demand.

OTHER CONSIDERATIONS:

5 CORPORATE STRATEGY (RELEVANCE TO):

- 5.1 Parking policies can encourage more sustainable approaches to transport, and in so doing improve air quality in central Winchester.

6 RESOURCE IMPLICATIONS:

- 6.1 The costs of changing Traffic Regulation Orders are significant including traffic management staff time, legal costs, and advertising costs.

BACKGROUND DOCUMENTS: None.

APPENDICES: None.