

CABINET (TRAFFIC & PARKING) COMMITTEE

1 DECEMBER 2010

REVIEW OF THE RESIDENTS' PARKING SCHEME

REPORT OF HEAD OF ACCESS AND INFRASTRUCTURE

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RECENT REFERENCES:

[CAB 1975 \(TP\)](#) Winchester City (Off-Street) Parking Places Order – Resident Concessions – 22 February 2010

[CAB 1914 \(TP\)](#) Winchester Residents' Off-street Permit Scheme – 5 November 2009

[CAB 1800\(TP\)](#) Consideration of Residents' Season Ticket Holder's Discount – 10 February 2009

[CAB 1751 \(TP\)](#) Winchester Residents' Parking Scheme Review – 17 November 2008

EXECUTIVE SUMMARY:

This report reviews the operation and control of the Winchester's Residents' Parking Scheme. It recommends a number of changes to the operation and control of the Scheme with a view to improving the service provided to the residents of Winchester. It does not propose any increases to the cost of permits used.

A phased approach to the implementation of changes is suggested as set out in the recommendations to enable the effects of the proposals to be evaluated before progressing.

RECOMMENDATIONS:

That the following are implemented or considered in the designated phases:

Phase 1

1. That alterations be made to the Hampshire (Various Roads Winchester)(Parking Places and Restriction of Waiting)(Controlled Zone) Order 2002 to enable the following changes to be made:
 - a. The use of 'Visitor' permits be phased out and replaced by the use of 'scratchcards' for all visitors;
 - b. The number of 'Residents' permits permitted per dwelling be increased to compensate for the reduction in 'visitor' permits, thus allowing two permits in the Inner Zone and four permits in the Outer Zone;
 - c. All 'Residents' permits to be vehicle-specific, to a vehicle used by a person residing within the relevant parking zone;
 - d. 'Residents' permits to be allowed to show two different vehicle registration numbers used by persons residing at the same address;
 - e. The maximum number of 'Scratchcards' issued annually to any one dwelling be increased from 20 to 100 and that a maximum of 50 scratch cards be issued to any one dwelling at a time.
2. That delegated authority be given to the Head of Access and Infrastructure (subject to sufficient resources being available), to progress schemes beyond the informal consultation stage for the introduction of new traffic regulation orders such as extensions to parking zones except where one third or more of the households affected object to the proposal at informal consultation stage, and that the Council's policy be amended accordingly.
3. That possible new and expanded parking zones based on a parking 'light' scheme as set out in paragraph 7.5 of the report be considered according to the following priority – Weeke, Stanmore, Abbots Barton, Highcliffe and Winnall - and those new zones be developed in full consultation with affected residents in order that new options for parking controls can be considered and evaluated.
4. That refunds issued relating to part used 'Residents' permits be only given to returned permits with at least six months' validity remaining and that a £10 administration fee be payable for any refund application.

Phase 2

5. That further investigations be undertaken regarding the opportunity for users of 'Residents' permits in 'Inner' Zones to designate a second, adjacent zone, to the one in which they live.

6. That consideration be given to the operation of parking restrictions in the 'Inner Zones' to allow enforcement on Sundays once the effects of Sunday parking charges have been assessed.

Phase 3

7. That the financial implications of the changes to the operation and enforcement of the Controlled Parking Zones be reviewed and reported back to Cabinet in due course.
8. That a review of the 'Amenity' permits be undertaken, the results of which be reported back to Cabinet in due course.

Enabling Recommendations

9. That where required for the Phase 1 recommendations listed above, the Head of Legal Services be authorised to give public notice of the necessary orders under the Road Traffic Regulation Act 1984 (as amended) required to give effect to these changes and (if no responses are received within the statutory consultation period) to make such orders for implementation from 1 April 2011.
10. If relevant responses to the proposals are received within the statutory consultation period, that a further report be taken to a Cabinet (Traffic and Parking) Committee in February 2011 to consider such responses to the Variation Notice and to agree the charges for implementation in April 2011.

CABINET (TRAFFIC & PARKING) COMMITTEE

1 DECEMBER 2010

REVIEW OF THE RESIDENTS' PARKING SCHEME

REPORT OF HEAD OF ACCESS AND INFRASTRUCTURE

DETAIL:

1 Introduction

- 1.1 This report reviews the operation and control of Winchester's Residents' Parking Scheme. It recommends a number of changes to the scheme with a view to improving the service provided to the residents of Winchester. It does not propose any increases to the cost of permits used.
- 1.2 It is important to restate that the primary original purpose of the Residents Parking Scheme was to ensure that the limited parking available on-street was not perpetually filled by all-day commuters. As the levels of car ownership have increased, so have pressures on the parking zones with problems not just related to commuter parking, but to educational and other users.
- 1.3 There are a number of key appendices to this report. Appendix 1 details the background to the origins and development of the scheme, Appendix 2 details the current operation of the scheme and Appendix 3 shows the capacity / occupancy assessment of the current scheme.
- 1.4 Key Details (as of May 2010) of the current scheme are as follows:
 - 6305 permits in circulation;
 - 2603 'Resident' permits (41%);
 - 3474 'Visitor' Permits (55%);
 - 8 'Inner' Zones (Households permitted 1 'Resident' and 1 'Visitor' permit);
 - 16 'Outer' Zones (Households permitted 2 'Resident' and 2 'Visitor' permits);
 - 4034 parking 'spaces'.
- 1.5 Since the last review of the scheme in 2008 there has been an increase in the number of complaints about the misuse and inequality of the scheme.

- 1.6 Winchester effectively has two Controlled Parking Zones, an Inner Zone and an Outer Zone and each of these is divided into a number of mini zones defined by a letter. Most areas offer controlled parking from 8am to 6pm, with some Inner Zones controlled up to 10pm. The large number of zones reflects the way in which the controlled parking area has been extended over the years
- 2 Visitor Permits
 - 2.1 The review of 'Visitor' permits is a key consideration in the operation of the Residents Parking scheme. Of the 6305 permits in circulation, over half (3473 or 55%) are 'Visitor' permits.
 - 2.2 There has been some confusion regarding the difference between 'Resident' and 'Visitor' permits; 'Resident' permits are issued for a specified car registration number and cannot be used for other vehicles, whereas 'Visitor' permits are not restricted to a specific vehicle and the visitor does not have to be a resident. Both are annual permits. In either case the applicant has to prove that they are living in the relevant parking zone.
 - 2.3 Some residents do use a Visitor permit on their own vehicle. This can be for a number of reasons; some use it where they drive a variety of vehicles from a work pool, or it may be because they want to use the permit for visitors' vehicles when their own vehicle is not being parked on-street. In other cases, they are used where the household has more than one vehicle.
 - 2.4 Whilst the flexibility of 'Visitor' permits is seen as a great benefit for many users, it is the same flexibility that has led to increasing reports of misuse and abuse by being sold or given to those who are not residents or genuine visitors to a property. This appears to be primarily related to the use of permits by non-residents who are parking in relation to facilities such as employment, the rail station, and further education facilities.
 - 2.5 Due to the nature of the 'Visitor' permits it is very difficult and time consuming to effectively deal with their abuse, as it is difficult to prove that they are not being used for the purpose intended. In addition the traffic order currently does not contain any sanction for misuse of the system. In recent years, the enforcement requirements of the controlled parking zones and the City Council's car parks has led to an increase in workload for the City Council's Civil Enforcement Officers (CEOs), whilst at the same time the number of CEOs has declined. Therefore it will be harder to effectively deal with any growth in the abuse of the system.
 - 2.6 Furthermore, any abuse of the 'Visitor' permits also has a detrimental effect on the capacity of individual zones and such increasing demands can make the operation of the scheme less effective for genuine users.
 - 2.7 Since the introduction of 'scratchcards' in 2005, the Council has been able to offer residents much of the same flexibility as 'Visitor' permits users with a single use daily ticket. This system is now used by many parking authorities

as the only form of visitor permit as it is less prone to abuse and the parking authority can control the number of cards issued to any household. Consideration has therefore been given to replacing the use of 'Visitor' permits with the expanded use of the 'scratchcard' system.

- 2.8 As many households currently and legitimately use the 'Visitor' permits for everyday use in relation to cars used by a resident whose address is within the zones, any removal of 'Visitor' permits must be associated with an increase in the number of permits permitted per household. Therefore, it is proposed to increase the number of 'Residents' permits allowed per household to two in the Inner Zones and four in the Outer Zones. In addition, householders will be able to apply for 'scratchcards' for their visitors. Making all permits vehicle-specific will make their use easier to check and enforce.
- 2.9 The 'Scratchcard' system currently in operation allows for the issue of 20 cards per household. However, the removal of the 'Visitor' permit (which effectively allows unlimited 'visitor' trips) should be accompanied by an increase in the number of 'Scratchcards' issued. Therefore, it is proposed that the maximum number of 'Scratchcards' to be issued annually to any one dwelling is increased from 20 to 100 and that a maximum of 50 scratch cards are issued at a time. This figure should allow all reasonable 'visitor' requirements to be met, yet is too small to allow perpetual use for commuter abuse.
- 2.10 Some households in the Controlled Zones have 'off-street' parking for one or more vehicles, and so often use 'Visitor' permits for vehicles that they are unable to park 'off-street' if they have more vehicles than parking spaces. To ensure that flexibility remains in the system for such users, it is proposed that 'Residents' permits are issued and used with two different vehicle-specific registration numbers, although the permit could only be used in any one vehicle at any time and both vehicles must be used by the person resident at same address in the zone.
- 2.11 The proposed changes will involve some resource implications for the Access and Infrastructure Administration team caused by the increased workload related to the use and issuing of 'scratchcards', which will also entail some additional costs relating to printing and production.

3 Zone Capacity review

- 3.1 An issue often raised by residents is whether some zones are more restricted in terms of parking capacity than others, whilst there is spare capacity apparently in some zones. This has led officers to carry out an assessment of all of the parking zones' capacity and some consideration has been given for the way in which zones are marked out.
- 3.2 In common with most other schemes in Hampshire, Winchester City Council does not limit the number of permits issued for any zone, other than the agreed limits of two permits per household in the Inner Zones and four permits in the Outer Zones. Some schemes have used a limit in relation to the

theoretical maximum number of spaces in a zone, but this leads to problems of equitability in the issuing of the permits and related administration problems.

- 3.3 An assessment has been made of the parking capacity and relative maximum occupancy level of each of the Controlled Zones within the Winchester Residents Parking scheme. Appendix 3 shows a summary of this assessment, together with the number of permits issued in each of the Controlled Zones, the number of spaces available and a notional assessment both the spaces available per permit and the occupancy level of each zone.
- 3.4 The results in Appendix 3 clearly show that all of the eight zones in the 'Inner' Zone are significantly over-subscribed, with on average only having 0.36 spaces per permit. The figure ranges from as low as 0.20 for Zone R (Tower Street) to 0.56 for Zone B (Wales St/ Water Lane).
- 3.5 In the sixteen 'Outer' Zones there is a much wider range of occupancy levels, ranging from 0.32 spaces per permit for Zone W (Wharf Hill), to 1.79 for Zone G (Poets Way / Byron Avenue), with an average of 0.74 spaces per permit across all of the 'Outer' Zones.
- 3.6 Within the assessment, 'Visitor' parking permits (but not scratch cards) have been considered as part of the appraisal, as many households use them as the 'first' permit because they can be used in any vehicle.
- 3.7 It has been suggested that there may be ways of marking the individual zones so that there is a more equitable distribution of spaces relative to the demands. However, as the maximum demand for parking across all of the zones exceeds the available capacity, any widescale re-marking of parking zones is not likely to create any new 'capacity', yet would involve considerable expense. Therefore, it is not recommended to change the boundaries of any of the existing zones. It may be of some benefit to allow some 'Residents' permits to be used more flexibly across the Scheme and this is discussed in the following section.

4 Issues of Zone selection / Properties on Zone boundaries

- 4.1 The current Scheme allows properties located on streets which make up the boundary between two zones the opportunity of a permit which allows parking in either zone. In some respects this allows them an unfair advantage of greater flexibility and choice than other users, particularly in the Inner Zones where there is greater competition for spaces.
- 4.2 Therefore, in theory, there is the potential for all householders to name a second zone on all 'Resident' permits to allow them more flexibility in finding available spaces. However, this opportunity is likely to have problems in relation to the implementation and operation of the 'Permits Gateway' (the Permit issuing system). It is therefore recommended that this proposal is further investigated with regard to the operational constraints of the 'Permits Gateway'.

- 4.3 In any case it is recommended that any such flexibility within zone selection is reserved for residents within the 'Inner' Zones only, as the Outer Zones have fewer constraints and such flexibility could allow opportunities for unnecessary inter-zone commuting or other trips.

5 Sunday Operation & Concessions

- 5.1 A report elsewhere on this agenda (CAB 2090(TP) refers) is also considering the introduction of Sunday charges for parking in some of the town centre car parks and some on-street spaces.
- 5.2 Consideration is also being given to allowing the current concessions for 'Inner' Zone Resident Parking Permit holders (Zones B, C, M, N, P Q, R and S) to park free on Saturdays to be extended to Sundays for Friarsgate Multi-storey and St Peter's car parks. Such concessions would not apply to the 'Visitor' parking permits.
- 5.3 The introduction of Sunday charging has the potential to encourage visitors to seek to park free on-street if such opportunities exist. However, the extent of this cannot be accurately assessed, as the proposal is that only the central 'core' car parks are charged and the remainder will not; as such the impact on-street may be minimal. It is therefore recommended that the Council considers the introduction of the operation of the Residents Parking Scheme on Sundays once the effects of Sunday charging are known. This would initially apply to the Inner Zones only and would only be as a consequence of the evaluation of the effects of the Sunday charging regime.

6 Review of Zone Control Mechanisms & Operation

- 6.1 Enforcement of most of the zones covered in the Residents' Parking Scheme takes place from 8am to 6pm, although enforcement in some Inner Zones extends to 10pm to control parking in relation to trips generated by the evening economy, such as pubs, restaurants and the theatre.
- 6.2 Until recently, all new and expanded zones have been implemented on the same control mechanism, but now it is appropriate to consider alternative – less restricting - schemes for the Outer Zones and potential new zones.
- 6.3 This can and should be done for a number of reasons. Firstly, reduced hours of scheme operation can result in reduced enforcement needs, and secondly fewer hours of control may make it easier and less restrictive for residents.
- 6.4 If the primary accepted need and purpose of a Residents Parking Scheme is to prevent all-day parking by commuters, there is no reason why the enforcement needs to cover the entire working day.
- 6.5 It has been suggested that a departure from the traditional 8 am to 6 pm approach may initially result in confusion amongst motorists and could require the use of more signing. However, a recent scheme at Vernham Road has introduced restrictions from 10am to 4pm Monday to Friday. This is due to

the nature of the problem which was caused mainly by student parking in relation to Peter Symonds College. This has been successful, but did mean that additional signs had to be erected.

- 6.6 An important consideration in any change or extension of the Scheme is that messages to motorists through signing and lining should be consistent and understandable and thus stand up to challenge through the National Adjudication Service.
- 6.7 It is felt that future schemes should therefore be considered on their own particular merits and reflect local issues and circumstances and as such future departures from the current zone restrictions may be appropriate again in the future. In particular it is hoped to trial a scheme where enforcement is limited to restricted periods of time during the day.

7 Extent of the Scheme & Future Expansions

- 7.1 The boundary of the current Residents Parking Scheme does tend to be the point where on-street commuter parking starts. Certain areas of the Town just beyond the boundary of the Residents Parking Zone, which are within walking distance of the central areas or areas of education or employment, do experience problems due to commuter and other all day on-street parking.
- 7.2 The current areas identified for possible future inclusion within the Residents' Parking Scheme, along with the relative priority are suggested as:
1. Weeke
 2. Stanmore
 3. Abbott's Barton
 4. Highcliffe
 5. Winnall
- 7.3 It should be noted that some or all of these areas may not want to become part of the Residents' Parking Scheme due to the cost of permits to residents. As such, it may be considered appropriate to provide for reduced permit fees for some residents on low incomes or in some parts of the Town on the extremities of the existing zone.
- 7.4 However, such concessions would be difficult to administer and would cause anomalies when compared to some other areas of the Town already inside the Zone. Furthermore, the cost of the first permit is also low compared to many other authorities and is considered small when compared to the annual cost of running a car. The section on financial appraisal of the Residents' Parking Scheme covers this consideration in more detail.
- 7.5 One way of overcoming this problem would be to develop a residents parking 'light' scheme for new zones on the edge of the Town which could operate for considerably less than the traditional 8am to 6pm parking restrictions (say only for 1 hour in the morning and one hour in the afternoon), and for

weekdays only in some areas, as this may reduce the necessity for residents to purchase permits. This will also reduce the need for continued enforcement, meaning that Civil Enforcement Officers would only have to visit these new Outer Zones during the period when the restrictions apply and these could vary across zones so that they can cover any new Outer Zones during the course of the day. Introduction of new parking zones does require considerable resources in terms of both consultation and implementation and as such it is proposed that new and expanded parking zones are considered according to the suggested priority order set out above and that those new zones are developed in full consultation with affected residents in order that new options for parking controls are considered and evaluated. This priority will be reflected in the formulation of the Traffic Regulation Order Programme for 2011/12 which will be approved by the Portfolio Holder for High Quality Environment in the New Year.

8 New Zones, future expansions & the 'Two thirds' rule

- 8.1 The current agreed Council Policy provides that 'Extension and/or alterations to the Residents' Parking Scheme have to be supported by at least two-thirds of those households affected'.
- 8.2 The "two-thirds" rule applies at the informal consultation stage, where all residents are asked if they are in favour of the proposed scheme. This gives an indication of the likely support if the proposal is taken forward and formally advertised and thus helps in the assessment of the scheme. Schemes which do not secure this level of support at the informal consultation stage are not progressed to the formal consultation stage of making a traffic order to implement the proposal.
- 8.3 In recent years application of this policy this has led to some difficulty in securing the required level of support to implement changes and expansions to the scheme. The 'two thirds' rule has recently been questioned in relation to possible extensions to the Residents' Parking Zone in Stanmore, as it is often difficult to engage effectively with such a high proportion of the resident population, especially where high numbers of students are involved, as they may not consider themselves to be an intrinsic part of the community.
- 8.4 It is therefore suggested that the policy is amended so that the Head of Access and Infrastructure is able (subject to sufficient resources being available) to move schemes such as extensions to parking zones to formal advertisement for the introduction of new traffic regulation orders, beyond the informal consultation stage, unless one third or more of the households affected object at the consultation stage (rather than the current system whereby two thirds of households have to *support* the proposals for them to be progressed).

9 'Amenity' Permits

- 9.1 Amenity Permits are issued to "Amenity Groups" who are defined as *"an amenity or other organisation which provides a service to the community and conducts regular daytime activities primarily intended for adults."* Amenity permits enable the holder to park their vehicle within permit parking places in the zone in which the Amenity or Community Group is situated. Up to twenty permits may be applied for, at a cost of £15 per permit issued.
- 9.2 It is not clear why the cost of these has not increased over the years in line with 'Resident' permits.
- 9.3 There are some concerns that some groups or individuals are using 'Amenity' permits to allow all-day, everyday parking. Clearly this is not the intention of the scheme. As 'Amenity' permits pre-date the operation of 'Scratchcards', there is the possibility that the 'scratchcards' may be a more appropriate form of control, and therefore it is recommended that further investigations are made into the operation and use of the 'Amenity' permits with a view to reporting back to Cabinet in due course.

10 Financial appraisal of the Residents Parking Scheme

- 10.1 Previously, Cabinet agreed an undertaking to review the financial implications of the operation of the Residents Parking Scheme (CAB 1751 refers).
- 10.2 It has also been suggested that officers should look towards offering concessions to the price of permits, particularly where and when the Council is considering implementing parking schemes that are in operation for less than the traditional 8am to 6pm period
- 10.3 However, the proposed changes in this report are likely to result in changes in the number and type of permits sold that officers are unable to accurately predict the financial implications of these changes. For example, whilst the proposed removal of 'Visitor' permits (currently half of the permits sold are 'Visitor' permits) will immediately result in a cessation of the associated revenue, this should be at least partially offset by an associated increase in 'Residents' permits and 'scratchcards', but it is impossible to estimate the detailed changes.
- 10.4 As the Residents Parking Scheme area expands away from the City Centre, the density of the housing tends to decrease, along with an associated increase in the availability of off-street residential parking. In such circumstances, the introduction of a controlled zone can have benefits from the residents, yet the number of permits purchased by residents is proportionally less. This means such zones, whilst requiring less enforcement (and associated expenditure) than central zones, also generate less income from permits and consequently there is not necessarily the case to offer concessions on permit prices.

- 10.5 The base permit price starts at £22, which equates to just 42 pence a week. This is considerably lower than most of the other similar schemes in Hampshire, and is also considered to be negligible considering both the overall cost of running a car and/or parking in Winchester.
- 10.6 Therefore it is recommended that the Council does not implement any changes to the price of existing permits at this time, but that a full financial review of the Residents' Parking Scheme is carried out in conjunction with the implementation of the other proposed changes set out in this report and the results of such a review are reported back to Cabinet in due course.

11 Other Issues

- 11.1 The current Scheme allows residents a full refund on any unused proportion of returned permits. This inevitably has a high administration cost, especially if a permit has only been in use for a short period of time. As a result, most authorities make an administration charge for such refunds, whilst some do not offer refunds at all.
- 11.2 It is therefore recommended that refunds issued relating to part-used 'Residents' permits will only be given to returned permits with at least six months validity remaining and that a £10 administration fee be charged for such applications.

12 County Council view

- 12.1 Hampshire County Council officers have been consulted on the proposed changes and support the principle of the review and the issues being considered. Any schemes taken forward to the formal advertisement stage will be discussed with HCC Councillors for the areas concerned. As part of the statutory requirements of introducing a traffic order, the City Council is also required to consult with the police and any other body that would be affected.

OTHER CONSIDERATIONS:

13 SUSTAINABLE COMMUNITY STRATEGY AND CORPORATE BUSINESS PLAN (RELEVANCE TO):

- 13.1 The proposals accord with the corporate priority for safeguarding our high quality environment.

14 RESOURCE IMPLICATIONS:

- 14.1 The proposed changes will inevitably impact on the Parking Administration team. Whilst staff resources are available to implement the changes, some of the proposals may need a considerable time to implement (because of the scale of the operational changes suggested), and therefore the recommendations have been set out in three suggested phases.

- 14.2 The creation of new and expanded parking zones may increase the enforcement requirements of the Civil Enforcement team. Therefore, careful design of any new and expanded Parking Zones is a very important consideration in order to minimise this impact wherever possible.

15 RISK MANAGEMENT ISSUES

- 15.1 The proposed changes to the Scheme need to be carefully monitored with a view to ensuring the Residents' Parking Scheme remains cost neutral.
- 15.2 As currently half of the permits sold are 'Visitor' permits, the cessation of such permits will immediately result in a cessation of the associated revenue. However, this should be at least partially offset by an associated increase in sales of new 'Residents' permits and 'scratchcards'.
- 15.3 Furthermore, if the amended Scheme is successful in reducing abuse of the current system, then some visitors may either change their travel habits, or provide additional income through the Park & Ride, or other car parks.

16 BACKGROUND DOCUMENTS:

None

17 APPENDICES:

Appendix 1: Origins and Development of the Residents Parking Scheme

Appendix 2: Current Operational Details

Appendix 3: Zone Capacity/Occupancy Assessment

Winchester Residents' Permit Parking Scheme Review – December 2010

Origins and Development of the Residents Parking Scheme

This Appendix sets out the background and history of the Residents' Parking Scheme. The first Residents' Permit Scheme was set up by the Council in the Hyde area of Winchester in 1970. This remained a very small scheme until some additional areas were added during the early 1990s. Significant expansion of the Residents' Permit Schemes was restricted by enforcement limitations at that time. On-street yellow lines were enforced by the police and their traffic wardens service, with the income from fines going direct to central government, while the residents' permit bays were enforced by City Council parking attendants.

The principles of the Permit Scheme are not appreciated by some residents, particularly those who have moved into the area after a scheme was introduced. The Permit Schemes have been introduced to give priority to residents for on-street spaces in the vicinity of their property. This is achieved by prohibiting parking by those who are not residents in a particular street, and this can include those working within the town centre, those shopping in the town centre, employees and visitors at major sites outside the town centre such as the Hospital, or students at the University of Winchester or Peter Symonds College.

The problems do vary according to location, and as a result the restrictions imposed also vary. In the outer zones, there are some roads where parking is allowed without a permit, and this is useful for visitors to properties in those areas. However this is not appropriate in some inner zones where 2 hour parking would be dominated by shoppers to the detriment of residents who need to park on-street. Similarly some roads have restrictions to 10pm instead of the standard 6pm because there are restaurants and entertainment venues that attract evening customers who would otherwise utilise the available on-street parking spaces.

In each zone the restrictions are set to maximise the benefits to residents. However, in some zones there are many more permit holders than there are spaces available. The size of zones does vary considerably depending on the demands of residents when the zones were first established. If residents in a particular road consider they have enough spaces for residents in that road but it is possible that residents from another road will overflow into "their" road, then the residents will want a small zone. However those residents in a road where there are insufficient spaces will want larger zones to give flexibility when they are unable to find a space in their own road.

In Summer 1996, there was a major expansion of the Residents' Permit Area in Winchester to its current size. This was possible as a result of the City Council becoming the first local authority outside London to take on decriminalised parking enforcement. This change enabled the Council to take over the enforcement of all on-street waiting restrictions under a system where the income from penalty charges was retained by the Council and used to offset the costs of carrying out on-street parking enforcement.

As part of the Summer 1996 expansion, a new policy was introduced that the number of permits available to any household was reduced by the number of off-road parking spaces available within the curtilage of that property. This policy was unpopular with many residents and was difficult for the Parking Office to regulate, so it was withdrawn after about 12 months.

Pricing

The charge for resident and visitor permits was set at £10 in 1970. It is not known how the amount of £10 was reached, but it is assumed that it was related to the costs of issuing permits and enforcing the scheme.

It appears that in 1984, the City of Winchester (Residents Parking Places) (Consolidation) Order 1984 provided for a 12 month permit priced at £32 and a six month permit at £17.50. In January 2003 new permit prices were agreed as part of a two tier pricing structure being introduced. The first two permits for any household were set at £15. Within Outer Zones only, up to two further permits can be issued and these were priced at £30 each.

At its meeting on 15 December 2004, Cabinet agreed that in future the permit scheme should be cost-neutral. This was a result of complaints from some residents that decisions on permit charge increases were not being considered objectively. A cost-neutral approach was considered appropriate because this is a service that only benefits a minority of residents in the Council's area and it is detrimental to those residents who live outside the town area and wish to park in Winchester. Compared to other transport items, it was considered that this is not an essential service that should be subsidised as for example Dial-A-Ride and Shopmobility are, but it was also not a service that should generate income for the City Council as, for example, off-street car parking does. A cost-neutral target when setting permit charges was therefore considered to be reasonable

A further increase in permit prices was implemented in July 2005. A two tier pricing structure was retained but only the first permit for any household was priced at £20. The second, third and fourth permits for any household were increased to £50. A daily scratchcard option was introduced so that any permit holder could purchase up to 20 daily scratchcards per annum at a price of £10 per book of 10 scratchcards.

A further charge increase was introduced in 2007 where the cost of the first permit was increased to £22 and subsequent permits remained at £50. There have been no increases in charges since 2007.

Winchester Residents Permit Parking Scheme Review – December 2010

Current Operational Scheme Details

Parking permits

Residents wishing to park their cars on-street in a permit-holders' parking bay within a permit parking zone, have to obtain and display a valid permit.

In most streets the hours of operation are between 8am and 6pm from Monday to Saturday, although in a few of the town centre streets, the times of operation are from 8am to 10pm.

Permit zones

The Controlled Parking Zone is divided into inner and outer areas. These areas are split into mini zones, each identified by a letter. The permits allow users to park within the relevant mini zone(s) only.

For some houses, on roads dividing two zones, residents may opt for a permit to allow them to park in both zones.

As there may be more cars than places where permit-holders' parking bays can be provided, the issue of a permit cannot guarantee a parking space.

Entitlement to Parking Permits

People are only entitled to apply for a Resident's or Visitor's permit if their usual place of residence is within a permit parking zone.

Permits are not required for motorcycles, which may be parked free of charge in permit bays.

Residents of certain roads may be eligible to park within an additional adjacent permit zone as well as the zone in which their property is located. This primarily relates to properties on roads which are the border between two zones.

Permit restrictions & new developments

The current Traffic Order which covers the Winchester Town Residents Parking Scheme precludes new development where planning permission was granted after 30th May 2002 from being issued with Residents' Parking Permits over and above the amount of permits issued for the previous land use. For example, if a single residential residence on a large plot was redeveloped into 6 smaller residential properties then that development would only qualify for the entitlement of one residential property. Therefore in some cases we may be unable to issue any permits to residents of these properties.

Property Entitlement

The parking permit entitlement relates to the qualifying property and is dependent upon in which zone the property is located and not to each individual inhabitant in that property. In the case of shared properties, users are requested to discuss permit needs with fellow occupiers.

Inner Area Entitlement

One Resident Permit
One Visitor Permit
+ Up to 20 Visitor Scratchcards per annum

Outer Area Entitlement

Up to Two Resident Permits
Up to Two Visitor Permits
+ Up to 20 Visitor Scratchcards per annum

Cost

Permit	Cost
First permit (of any type)	£22 per annum
Second permit (of any type)	£50 per annum
Third permit (of any type)	£50 per annum
Fourth permit (of any type)	£50 per annum
Visitor Scratchcards	£10 per book of 10 cards (£1 day)

If a resident's vehicle was registered on or after the 1st March 2001 and has CO₂ emissions less than 120g/km, the resident may be entitled to either a 75% or 50% reduction in the cost of the resident parking permit for the applicable vehicle

Concessions for Inner Area Residents

Holders of Inner Area Resident parking permits (Zones **B, C, M, N, P, Q, R and S**) may on Saturdays, park free in the following pay and display car parks.

Cattle Market
Chesil Surface
Coach Park
Durngate
Friarsgate Multi-Storey
Gladstone Street
St Peter's
Worthy Lane

This concession is not available to holders of Visitor permits, Visitor Scratchcards or any permit for the Outer Area.

Visitor Scratchcards

Eligible residents of the permit parking zones may apply for Scratchcard permits for visitor use. Scratchcard permits are available in books of 10 at a cost of £10 per book.

Each Scratchcard permit will enable parking for one vehicle and will be valid for one day only. Scratchcard permits will be valid in any available permit holders' parking bays in the parking zone appropriate to the applicant's residency.

A maximum of two books of ten Scratchcard permits (20 in total) may be issued to any household within a twelve month period commencing from date of first application for Scratchcards. The issue of Scratchcard permits is at the discretion of the Parking Office. Issued Scratchcard permits are not transferable or refundable

Resident Off-Street (Off-Peak) Parking Permit

Residents of Winchester's current permit zones may make application for the purchase of an Off-Street Permit for use within specific car parks at certain times. The permits may be useful for residents who currently have no on-street permit entitlement, or those who do currently have permits but require additional parking, early mornings, late afternoons and on Saturdays.

The permit is only valid for Cattle Market, Chesil Street Surface, St Peters and Worthy Lane car parks. The permit is valid for parking on Monday to Friday 8am to 9am and 4pm to 6pm, and on Saturday 8am to 6pm

Off-Street permits will allow parking for the registered vehicle within the above stated car parks for the specified periods, without the need for payment at the ticket machine. Any additional hours required which are not specified on the permit should be purchased as usual. The purchase of a Season Ticket does not guarantee any space within a car park and the cost of the permit is £100 a year.

Amenity Permits

Amenity Groups are defined as *"an amenity or other organisation which provides a service to the community and conducts regular daytime activities primarily intended for adults."*

Amenity Groups or other organisations situated within the permit zones may apply to the Council for permits for use by persons attending those premises for the purpose of participating in activities organised by the amenity or community group. The permit will enable the holder to park his or her vehicle within permit parking places in the zone in which the Amenity or Community Group is situated. Up to twenty permits may be applied for at the cost of £15 per permit issued.

Business Customer Permits

Any proprietor of business premises situated within the permit parking zones may apply to the Council for permit(s) for use by customers visiting the business address. The permit will enable the customer to park his or her vehicle within permit parking places in the zone in which the business is situated.

Businesses in the Inner area of the permit scheme (Zones B, C, M, P, Q, R, S) may apply for One permit for use by any customer for parking for up to One hour in any one day. The cost of this permit is £50

Businesses in the Outer area of the permit scheme (Zones A, D, E, F, G, H, I, J, K, L, O, T, U, V, W, X, 2A, 2B) may apply for up to Five permits for use by any customer for parking for up to Four hours in any one day. The cost of each permit is £50

Business Staff Permits

Any proprietor of business premises situated in permit zones F and V may apply to the Council for the issue of a permit for use by any person employed at the business premises. The permit will enable the employee to park his or her vehicle within permit parking places in the zone in which the business is situated. There is no limit on number of permits issued. The cost for each permit is £300.

Business All Zones Permits

Any proprietor of any business may apply to the Council for the issue of a permit for use by any person employed by the business for parking in any parking zone within the permit scheme. The permit will enable the employee to park his or her vehicle within permit parking places in any zone to enable their business functions to be carried out. Parking in any location is limited to 2 hours in any 24 hour period for the purpose of attending a customer's premises (residential or domestic).

If the applicant business is situated within the permit parking zones the permit will not allow the holder to park for reasons of attending at his place of employment.

There is no limit on number of permits issued. The cost for each permit issued is £300

Guest House Permits

Guest Houses are defined as "those establishments registered with Winchester City Council which offer bed and breakfast facilities and have no more than six rooms available for hire to guests".

Proprietors of Guest Houses situated within the permit zones may apply to the Council for permits for use by guests registered at their premises. The permit will enable the guest to park his or her vehicle within permit parking places in the zone in which the Guest House is situated.

A permit may be obtained for each room available for hire to guests, up to a maximum of six. Permits cost £25.00 each.

Winchester Parking Scheme Review

Zone Capacity / Occupancy Assessment

Inner Zones				Permits Issued					Spaces per permit	Occupancy level	% visitor permits
Zone	Inner / outer	Descriptor / Road	No. of Spaces	Resident	Visitor	Amenity	Other	Total			
B	Inner	Wales Street / Water Lane	197	134	205	7	4	350	0.56	178%	59%
C	Inner	Culver Road / Cannon Street	122	118	130	50	0	298	0.41	244%	44%
M	Inner	Parchement Street / St Peters Street	35	80	82	0	0	162	0.22	463%	51%
N	Inner	Lower Brook Street / Lawn St	73	77	144	12	15	248	0.29	340%	58%
P	Inner	Andover Rd / Hyde Close	37	71	62	8	0	141	0.26	381%	44%
Q	Inner	Sussex Street / Gladstone Street	56	71	60	10	1	142	0.39	254%	42%
R	Inner	Tower Street / Staple Gardens	18	52	27	10	0	89	0.20	494%	30%
S	Inner	St Thomas' Street / The Square	71	109	138	7	5	259	0.27	365%	53%
		Totals	609	712	848	104	25	1689	0.36	277%	50%

Outer Zones				Permits Issued					Spaces per permit	Occupancy level	% visitor permits
Zone	Inner / outer	Descriptor / Road	No. of Spaces	Resident	Visitor	Amenity	Other	Total			
A	Outer	Christchurch Rd / Edgar Rd North	194	91	128	20	3	242	0.80	125%	53%
D	Outer	Gordon Road / Park Ave	125	100	116	0	1	217	0.58	174%	53%
E	Outer	Bereeweke Ave / Bereeweke Rd	15	2	13	0	0	15	1.00	100%	87%
F	Outer	Christchurch Rd / Edgar Rd South	262	82	130	0	0	212	1.24	81%	61%
G	Outer	Poets Way / Byron Avenue	100	13	43	0	0	56	1.79	56%	77%
H	Outer	Fairfield Road / Conifer Close	99	104	115	0	0	219	0.45	221%	53%
I	Outer	King Alfred Place / Saxon Rd	362	281	351	7	5	644	0.56	178%	55%
J	Outer	Clifton Road / Clifton Terrace	183	155	258	0	2	415	0.44	227%	62%
K	Outer	Cheriton Road / Western Road	345	168	247	0	10	425	0.81	123%	58%
L	Outer	Hatherley Road / Cranworth Road	351	269	305	0	12	586	0.60	167%	52%
O	Outer	Abbey Hill Road / Northlands Drive	128	28	50	0	0	78	1.64	61%	64%
T	Outer	Greenhill Road / Westhill Park	407	153	292	0	1	446	0.91	110%	65%
U	Outer	Sparkford Road / Erskine Road	85	32	68	0	0	100	0.85	118%	68%
V	Outer	St Faiths Road / Kingsgate Road	232	126	142	20	12	300	0.77	129%	47%
W	Outer	Wharf Hill	40	63	60	0	2	125	0.32	313%	48%
X	Outer	St Catherine's Road / Milland Rd	434	210	283	4	0	497	0.87	115%	57%
W	Outer	Queens Road / Kerrfield	20	2	10	0	0	12	1.67	60%	83%
2A	Outer	Cromwell Road	13	3	5	0	0	8	1.63	62%	63%
2B	Outer	Staple Gardens	30	9	10	0	0	19	1.58	63%	53%
		Totals	3425	1891	2626	51	48	4616	0.74	135%	57%

Overall Total	4034	2603	3474	155	73	6305	0.64	156%	55%
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