

15th FEBRUARY 2007

**CHANGES TO THE INTRODUCTION OF RESIDENTS' PARKING
SCHEMES IN SALISBURY**

Purpose of Report

1. To look at the processes involved with the introduction of residents' parking schemes in Salisbury and identify changes to these processes that would reduce the length of time it currently takes to implement residents' parking schemes on the ground.

Background

2. A need to reduce the length of time taken to introduce residents' parking schemes on the ground in Salisbury has been identified by Members from Salisbury District Council (SDC) and officers of both the District and County Councils. This need is primarily a result of a desire to increase the usage of the Salisbury Park and Ride services by displacing commuters and shoppers currently parking within unrestricted residential streets.
3. Officers from the Joint Transportation Team were tasked with producing a discussion paper identifying changes that could be made to the processes involved in introducing residents' parking schemes that would speed their introduction on the ground.
4. The content of the discussion paper has been reproduced in a report format for consideration by Members of this Committee.

Current Processes involved in introducing a Residents' Parking Scheme

5. The current processes involved in introducing a residents' parking scheme are detailed below:
 - Complaints from local residents/Members help to identify areas experiencing parking problems. Investigations into these complaints determine if parking problems are a result of displaced city centre commuter/shopper parking or local residents. If the problems are as a result of displaced city centre commuter/shopper parking the area is added to the list of areas where the introduction of a residents' parking zone would be considered.
 - Consultation material is sent to the area where parking problems have been reported. The consultation material asks residents if they believe that there is a problem with commuter/shopper parking in the area, whether they would support the introduction of residents' parking and if they did which type of residents' parking scheme they would like to see introduced. The consultation material is sent to an area wider than the extent of the reported problems so as to try and pre-emptively deal with problems caused by the displacement of parking should a residents' parking scheme be introduced into the area.

- The results of the consultation help to determine the boundary of the proposed residents' parking zone and the type of residents' parking scheme to be introduced. A report recommending how to proceed in light of the consultation responses is produced and presented to the Salisbury District Transportation Joint Committee (SDTJC) for Member approval.
- Subject to Member approval to proceed site survey and design work would be undertaken to enable the production of the draft Traffic Regulation Orders (TROs).
- The draft TROs are passed to the County Council's Traffic Order Team to undertake the legal processes and produce the advertisements for the formal consultation process.
- If any objections are received through the formal consultation process these would need to be reported to the SDTJC for Member approval on how to proceed. At this stage there would be three options for Members to consider, these being:
 - (i) Implement the proposed residents' parking scheme as advertised
 - (ii) Amend the proposed residents' parking schemes in light of any objections received
 - (iii) Abandon the proposed residents' parking scheme.
- If the proposals had to be amended, depending on the amendments required the formal TRO consultation process and reference to Committee might need to be repeated.
- Subject to Member approval to proceed the associated signing and lining works would be ordered and undertaken. Upon completion of the works the residents' parking scheme would become operational.

Current Residents' Parking Schemes operated within Salisbury

6. There are currently two different tiers of residents' parking scheme in operation within Salisbury. The types of scheme in operation are:
 - **Limited Waiting Residents Parking Schemes** -This type of scheme is designed to protect residents from all-day parking by commuters and shoppers. Limited waiting residents' parking schemes allow any non-permit holder to park within the residents' parking zone for a maximum of two hours without requiring the display of a permit. Permits for this type of scheme cost £10 each per year.
 - **Permit Holders Only Residents' Parking Schemes** - This type of scheme is designed to remove both all-day commuter and shopper parking from the area. Permit holders only schemes require residents or their visitors to display a valid parking permit at all times during the hours of operation. These types of scheme generally create more spaces for residents and their visitors. Permits for this type of scheme cost £30 each per year.

7. Irrespective of the type of scheme introduced the following restrictions to the issuing of permits apply:
 - (i) A maximum of two permits per residence. This allocation is reduced by one permit for each off-street parking space (driveway and/or garage) available within the residence. (A residence is defined as being individually rated for the purpose of Council Tax. Houses in multiple occupations where the Council Tax is for the whole building will be entitled to the allocation for a single residence).
 - (ii) To vehicles under 2 tonnes unladen weight and/or 6 metres in length or with a maximum of 12 passenger seats.
 - (iii) To vehicles not drawing a trailer.
 - (iv) To motorcycles.

Issues that cause delays to the introduction of Residents' Parking Schemes

8. The two main delays to the introduction of residents' parking schemes result from the initial consultation and the types of scheme offered to residents.
9. The initial consultation is the stage at which residents are asked if they believe there to be a parking problem in the area where they live and if they would support the introduction of a residents' parking scheme to solve this problem. By virtue of the fact consultation is being undertaken with residents it is already acknowledged that there is a parking problem in the area and the cause of this problem can generally be attributed to displaced city centre commuter/shopper parking.
10. Therefore the main need to undertake the initial consultation arises from residents being asked what type of scheme they would wish to see introduced because of the additional financial impact that residents have to bear when a residents' parking scheme is introduced. However, whilst residents' views on the type of scheme to be introduced are important, the final decision more often than not needs to be decided by officers and local members in consideration of more than just the wishes of residents. Issues such as provision for local amenities and the geographical location of the area are equally if not more important than residents' wishes. For example, a limited waiting scheme would not be introduced within the ring road because the two-hour free parking offered by this type of scheme would mean that shoppers seeking to avoid paying city centre car parking charges could use these bays. This would both reduce the number of spaces available for use by residents within the zone and the revenue generated within city centre car parks. Whilst residents may wish this type of scheme to be introduced the geographical location would preclude this from happening.
11. The type of scheme currently offered to residents is also another factor which causes delays to the introduction of residents' parking schemes. For example, previous consultations undertaken with residents to determine whether they support the introduction of the residents' parking schemes has shown that, whilst residents believe that there is a parking problem in the area they live, they also believe the type of scheme offered would actually make their parking situation worse. In these situations residents have shown a tendency to reject the introduction of residents' parking schemes. Areas of RPZ H and the proposed RPZ J are examples of where residents have initially rejected proposals for the introduction of residents' parking schemes for this reason. However, they have subsequently changed their views as displaced parking has started to impact on the areas.

12. Furthermore, the results of previous consultations have shown that whilst a minority of residents do object to having to “pay to park outside their own house” the two main problems residents have with the type of schemes offered are the lack of flexibility shown in the number of permits issued and the hours of operation of the scheme.

Options for Changes

13. There are two clear areas where changes could be made to the process of introducing residents' parking schemes, these being at the initial consultation stage and the type of schemes offered to residents. Potential options for change along with pros and cons are set out in the table attached to this report at **Appendix A**.

Options Considered

14. The following options have been considered:
- (i) Making changes to the processes involved in the introduction of residents' parking schemes in Salisbury to reduce the length of time it currently takes to implement residents' parking schemes on the ground.
 - (ii) Not making changes to the processes involved in the introduction of residents' parking schemes in Salisbury.

Environmental Impact of the Recommendation

15. The project, once implemented, will contribute to the objectives of the Salisbury Transport Plan.

Reasons for Recommendation

16. The need to increase the usage of the Park and Ride services within Salisbury as well as a need to reduce congestion on the main approach roads to Salisbury City Centre is a published aim of both the Salisbury Transport Plan as well as the second Wiltshire Local Transport Plan. The changes recommended to the processes involved in introducing new residents' parking schemes will help to achieve this aim.
17. Introducing a more flexible approach to the number of permits issued to residents when introducing new residents' parking schemes would not only help to encourage a better level of support for the introduction of such schemes but provide a better service to residents.
18. The accelerated introduction of new residents' parking schemes on the ground will help to alleviate parking problems and road safety hazards caused by commuters and shoppers parking within unrestricted residential streets.

Recommendation

19. That the following changes be made to the processes involved in the introduction of residents' parking schemes in Salisbury:
- (a) The initial consultation with residents is removed from the process of introducing residents' parking zones. By doing this a period of approximately six months will be saved from the process of implementing residents' parking schemes.

- (b) No scheme design should take place without first consulting with the local Members of Salisbury District Council and Wiltshire County Council to agree on the type of scheme and permit restrictions to be introduced.
- (c) That the existing two-tier approach to the introduction of residents' parking schemes be retained but a greater flexibility be introduced into the number of permits issued to residents when introducing a new residents' parking scheme. This would mean a move away from the current blanket approach to the issuing of permits to a system where the permit restrictions on residents are linked to the amount of available kerbside space in each residents' parking zone.
- (d) The changes to the processes of introducing residents' parking schemes in Salisbury come into practice as from the beginning of the 2007-2008 financial year.

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The following unpublished documents have been relied on in the preparation of this Report:

None