

PRIORITISING RESIDENTS' PARKING SCHEMES

Purpose

To provide Members of the Board with information about the rules for residents' parking schemes as agreed in the car parking strategy to enable an informed decision to be made of which schemes should be prioritised to go forward for appraisal and possible implementation.

Background

- (a) At present, there are only a limited number of residents' parking zones in operation in Wiltshire. It has been recognised, that in some locations, there is an increasing demand from the local community to control the negative effects of non-residential on-street parking.
- (b) Due to the numerous requests/demands from residents in Salisbury, Area Board Members were asked to seek their Ward residents' views to establish if they had any residents' parking schemes to put forward for consideration. The Area Board would then decide on the priorities for a review of parking zones in the Salisbury Area.
- (c) The Area Board hosted a meeting on 17 February, 2011 to which all Board members were invited. This meeting was chaired by Cllr Mary Douglas and attended by the Cabinet Member for Highways and Transport, Cllr Dick Tonge and Officers from Highways to consider how priorities might be set for a review of residents' parking zones in Salisbury. Prior to this meeting, Board members had received an email requesting them to put forward schemes for consideration.
- (d) The meeting looked at the schemes put forward by Board Members alongside existing schemes, how these existing schemes might be extended or reduced to make them more effective, a request for a community wide appraisal, and where new schemes might go.

Factors to be considered when prioritising residents parking schemes

- (e) Highways Officers advised that the recently approved Local Transport Plan (LTP) on parking provided guidelines on how residents' parking schemes will be assessed. Full details are available in the Car Parking Strategy document which can be viewed by following the link <http://cms.wiltshire.gov.uk/mgConvert2PDF.aspx?ID=14814>
- (f) The process for developing and implementing residents' parking schemes can be seen in Appendix B: Residents' Parking Zone process (see Appendix 1). Table 13-1 on page 157 of Appendix B, included below, identifies the criteria which should be used to measure any scheme and provide evidence of a residential parking problem.

Daytime Problem (8:00am – 6:00pm)	Night time problem (6:00pm – 8:00am)	24 hour problem
60% of available kerb space is occupied by non-residents' vehicles for more than 6 hrs during which 85% of the available kerb space is occupied by all parked vehicles	40% of available kerb space is occupied by non-residents' vehicles for more than 4 hrs during which 85% of the available kerb space is occupied by all parked vehicles.	A combination of the above

- (g) The cost of developing a residents' parking scheme is high and in some cases schemes do not justify the cost of further development if there is not a readily identified problem. There is also significant risk to the council of promoting schemes which may not be self supporting. Given these factors, options may be made available for local Area Boards to underwrite the cost of developing a scheme, with those costs potentially reimbursed from permit sales, if there is sufficient uptake.
- (h) Stage 1 of the process will be brought about through evidence from a significant proportion of residents or council identification. In this respect, the List of Requests for Waiting Restrictions in the Salisbury Area (see Appendix 2) contains collated requests from residents, councillors and others.
- (i) Initial surveys would need to be undertaken before engineers could cost schemes. It is at the council's discretion where and when to conduct surveys to analyse the presence or severity of the problem.

Traffic Regulation Orders

- (j) Each of the Requests for Waiting Restrictions, in Appendix 2, as well as the introduction of new Residents Parking Schemes, would require the introduction of a Transport Regulation Order (TRO). A TRO is a legal document that provides the highway authority (in this case Wiltshire Council) with the ability to mark waiting restrictions such as double yellow lines and parking bays on the ground. It also allows the highway authority to specify any restrictions associated with the double yellow lines or parking bays such as days and hours of operation and undertake enforcement action against motorists who park in contravention of them. A TRO must first be introduced by the highway authority before any waiting restrictions can be marked on the ground and the introduction of any TRO is subject to the completion of several statutory processes controlled by national law.
- (k) To process a TRO to deal with an individual issue would cost a minimum of £5000. However, issues in the same geographic area can be grouped together without increasing the TRO costs; for example, all the requests in the Harnham area could be dealt with in one TRO. The cost of processing a TRO when introducing a new resident parking scheme is slightly higher but the cost of the associated signing and lining work is significantly higher, meaning that the cost of introducing a new residents parking zone would be a minimum of £35,000.
- (l) The Area Board has been asked to prioritise requests for Residents Parking Schemes across the city, not to prioritise individual requests for changes to waiting restrictions. As such, the highlighted items in Appendix 2 represent requests for new schemes, or review of entire zones. **It is these items which the Board is asked to prioritise.** If an existing parking zone is reviewed, then all items within that zone will automatically be

included for consideration. Other items on the list will then be for individual councillors to progress as part of their casework.

Area Board priorities for Residents' Parking Scheme requests

- (m) The Cabinet Member for Highways and Transport, Dick Tonge advised that Board members should inform Highways of their priorities who will then look at the criteria and advise of schemes that could go forward.
- (n) Salisbury has 9 existing residents' parking zones A – I, with a potential to extend zones to accommodate additional scheme requests. While it is desirable to conduct a city wide consultation, Dick Tonge advised that this would be prohibitively expensive and likely to attract a low priority.
- (o) Schemes which were discussed at the meeting held on 17 February, 2011 were:
- Extension to Zone H – consultation is already complete and many emails have been received from local residents asking for the scheme to be implemented
 - Ashfield Road – strong demand from local residents; a survey has been undertaken
 - Bedford/Kingsland Road – the area north of Zone D received support from residents for a solution
 - A review of Zone D – look at the hours of operation and find more spaces inside the zone
 - Highbury Avenue/Macklin Road – 17 out of 119 residents responded to the survey

Recommendation

That the Area Board:

- Assess the proposals in (o) above against the list of requests received (attached at Appendix 2) and agree areas to be prioritised for evaluation and possible implementation by officers.

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Appendices:

Appendix 1: Appendix B: Residents' Parking Zone process
Appendix 2: List of Waiting Restrictions in Salisbury Area