

POSSIBLE SOLUTIONS - INITIAL CONSULTATIONS		
Proposed Change	Pros	Cons
<ul style="list-style-type: none"> Do not undertake initial consultation with residents, undertake all consultation with residents at the formal advert stage. Consult with local SDC and WCC members prior to development of proposals to agree on type of scheme, permit and waiting restrictions. 	<ul style="list-style-type: none"> Would remove six months from process of introducing residents parking schemes. Residents would still have an opportunity to pass comment on proposals. 	<ul style="list-style-type: none"> Residents may feel that the scheme is being forced on them if the initial consultation period is removed. Potential to waste time and money if residents reject proposals at the formal advertisement stage.

POSSIBLE SOLUTIONS - ISSUING OF PERMITS		
Proposed Change	Pros	Cons
<ul style="list-style-type: none"> No limits on the numbers of permits issued to each household. 	<ul style="list-style-type: none"> Would remove objections to the introduction of schemes from residents on the basis that they own more cars than the number of permits to which they are entitled. 	<ul style="list-style-type: none"> Could only be introduced in areas where there is more kerbside parking space available than permits issued. Could be seen to be unfair by residents who live in areas where permit restrictions need to be maintained. Could be seen to be against SDC/WCC policies to improve air quality and reduce dependency on the private car.
<ul style="list-style-type: none"> No reduction in the numbers of permits if own a garage or driveway. 	<ul style="list-style-type: none"> Would remove objections to the introduction of schemes from residents on the basis that they own more cars than the number of permits to which they are entitled. Would remove objections to the introduction of schemes from residents on the basis that the scheme would be of no benefit to them because permit restrictions indicate that they cannot park on the public highway. 	<ul style="list-style-type: none"> Could only be introduced in areas where there are more parking spaces available than permits issued. Could be seen to be unfair by residents who live in areas where permit restrictions need to be maintained.
<ul style="list-style-type: none"> Progressive charging on the number of parking permits issued and no reduction in the number of permits if own a garage or driveway. 	<ul style="list-style-type: none"> Would remove objections to the introduction of schemes from residents on the basis that they own more cars than the number of permits to which they are entitled. Would remove objections to the introduction of schemes from residents on the basis that the scheme would be of no benefit to them because permit restrictions indicate that they cannot park on the public highway. 	<ul style="list-style-type: none"> Permits are issued on a first come first served basis and this method can be unpopular and problematic for residents, particularly those living in houses of multiple occupations. When this progressive charging system was previously used by the SDC it was unpopular with administrative staff who did not like informing residents living in houses of multiple occupations they had to pay more because other permits had been issued.

POSSIBLE SOLUTIONS - ISSUING OF PERMITS		
Proposed Change	Pros	Cons
	<ul style="list-style-type: none"> Would allow residents to purchase additional parking permits if required. However, the charges levied could be used as a deterrent to excessive vehicle ownership and could be seen to be supportive of SDC policies to improve air quality and reduce dependency on the private car. Would generate a small amount of revenue for SDC. 	<p>(In theory this is similar to having to inform residents living in houses of multiple occupations that they cannot have a parking permit when current allocation limits have been reached).</p>
<ul style="list-style-type: none"> Number of permits issued per household linked to the amount of available kerbside space in each residents' parking zone rather than the blanket approach as at present. 	<ul style="list-style-type: none"> Would allow a greater level of control on the number of permits issued to residents and better reflect availability of kerbside parking space. Would remove objections to the introduction of schemes from residents on the basis that the scheme would be of no benefit to them because permit restrictions indicate that they cannot park on the public highway. 	<ul style="list-style-type: none"> Could be seen to be unfair by residents who live in areas where permit restrictions need to be maintained. Issuing of permits would be unpopular to administer.
<ul style="list-style-type: none"> Differential permit charges based on vehicle type. Permits for smaller/more environmentally friendly vehicles would be cheaper than larger/less environmentally friendly vehicles. 	<ul style="list-style-type: none"> Would allow residents to purchase additional parking permits if required. However, the charges levied could be used as a deterrent to excessive vehicle ownership and could be seen to be supportive of SDC policies to improve air quality and reduce dependency on the private car. Would generate a small amount of revenue for SDC. 	<ul style="list-style-type: none"> Introduction of this system would be controversial. Issuing of permits would be difficult and unpopular to administer. Would be seen to be unfair by residents who own larger/less environmentally friendly vehicles.
<ul style="list-style-type: none"> Introduce a third tier of residents' parking scheme where no permits are issued and parking is controlled through the use of single yellow line waiting restrictions and on-street time limited bays. 	<ul style="list-style-type: none"> Would remove six months from process of introducing residents parking schemes. Residents would still have an opportunity to pass comment on proposals. 	<ul style="list-style-type: none"> Proposals would restrict residents' parking as much as they would restrict displaced city centre commuter/ shopper parking. Could only be used where residents have off-street parking facilities or where there is no direct residential parking provision. Potential to waste time and money if residents reject proposals at the formal advertisement stage.

POSSIBLE SOLUTIONS - OPERATIONAL HOURS		
Proposed Change	Pros	Cons
<ul style="list-style-type: none"> Change operational hours of residents' parking bays to Monday - Friday 9.00 am - 5.00 pm. 	<ul style="list-style-type: none"> Would remove objections from residents to the introduction of schemes on the basis that they do not meet the majority of residents' needs 	<ul style="list-style-type: none"> Could only be introduced into areas outside of the ring road as free early evening and Saturday parking would reduce revenue generated by SDC car parks and Park and Ride sites.
<ul style="list-style-type: none"> Extend hours of operation of residents' parking zones until 8.00 pm. 	<ul style="list-style-type: none"> Would generate additional income for SDC due to higher charges for permits linked to the additional level of enforcement required. 	<ul style="list-style-type: none"> Would cost SDC a significant amount of money in overtime payments to undertake regular evening enforcement. Despite requests for evening parking enforcement, evening parking problems in residential areas are generally caused by residents. There is widespread abuse of no waiting at any time restrictions in the evenings and any enforcement is likely to prove to be extremely unpopular with residents and to their disadvantage. Would cause evening parking problems to spread to residential areas that currently do not experience any such problems.