

REGULATORY COMMITTEE

10th APRIL 2002

SALISBURY: RESIDENTS' PARKING
ST. PAUL'S ZONE D EXTENSION - OBJECTIONS

Purpose of Report

1. To consider objections to the proposed introduction of residents' only parking in Meadow Road South, George Street South and St. Paul's Road and to recommend implementation of the proposals together with a number of amendments.

Background

2. Local councillors and residents raised concerns a number of years ago about parking by commuters on the streets in the St. Paul's area of the city. A letter and questionnaire was circulated to the residents of St. Paul's Road, George Street South, Meadow Road South, and Fisherton Street (part) in July 2001 to find out if residents in these streets wished to see a residents' parking scheme introduced. This would protect residents from parking in excess of 2 hours, between the hours of 9am to 6pm, by commuters and other non-residents.
3. In response to the letter 38 replies were received (a response rate of 46%) which can be broken down as follows:

Street	Is commuter parking a problem (% yes)	Are you in favour of a RPZ (% yes)
Meadow Road South	88	78
George Street South	73	64
St Paul's Road	89	79
Fisherton Street	0	0

As a result of the above responses it was proposed to establish residents' parking in Meadow Road South, George Street South and St Paul's Road (southern side only).

4. Earlier this year residents in existing parking zones were consulted on whether they wished to be converted to residents only parking to eliminate parking by city centre shoppers. This would have the effect of reserving parking within the parking zones for permit-holders only by removing the 2 hour free parking available to city centre visitors. Although a charge would be payable, current Zone D residents responded by saying they would be in favour of such a move. (A total of 24 responses were received of which 75% were in favour, 21% were against and 4% had no view.)

5. As a result of this city wide consultation the proposal for residents' only parking for all Zones who had responded positively to the questionnaire was advertised. This included Zone D and as a consequence Zone D extension.
6. Because Zone D extension residents had not had a chance to give their views on the introduction of possible residents' only parking, it was decided to circulate them with a letter and questionnaire giving details of what residents' only parking would entail and asking them if they would wish to see this type of parking in their roads.
7. The questionnaire generated 29 responses (a response rate of 41%) which can be broken down as follows:

Street Name	Do you wish to see a residents' only parking scheme introduced?		
	Yes	No	No Answers
George Street South	2	5	1
Meadow Road South	3	1	1
St Paul's Road	11	5	0
Total	16	11	2
Percentages	55	38	7

8. The proposals are shown on the plan in **Appendix 1**.

Objections

9. As a result of the advertisement of the proposal five objections have been received. The points of objection together with officer comments are summarised in **Appendices 2 and 3**. Full copies are available in the **Members' Room**, and from the Environmental Services Department prior to the meeting.

Considerations

10. The objectors' main concerns relate to the payment involved in the implementation of a residents' only parking scheme, the decrease in the amount of on street parking given the introduction of various restrictions to rationalize parking, and the fact that no survey has been carried out to assess the levels of car ownership in the area to compare that with the amount of parking available.
11. Many roads around the city consist of rows of terraced houses that were built without the current levels of motor vehicle ownership in mind and have little or no off street parking. Residents with one or more motor vehicles now generally occupy these houses, which can cause difficulty in finding space to park. The number of cars that are in the street now is not a primary consideration in the introduction of a residents' parking zone, as it may not be the same number as in a week, a month or next year. Calculations that provide for the correct number of spaces now would not necessarily provide adequate parking in the future. Therefore, the aim is to provide for parking wherever it is safe to do so given the safety consideration of visibility and the necessity of maintaining access for emergency vehicles.

12. The introduction of either residents' parking or residents' only parking necessitates the implementation of a Traffic Regulation Order. For this to be successful and legal, parking bays should only be introduced where vehicles can get into and out of them and park without obstructing other vehicles. Currently, parking in both George Street South and Meadow Road South, both of which are dead end roads, involves blocking in other vehicles in order to maximise the use of space. The nature of the street is such that residents know each others vehicles and can ask them to move them when this is needed. However it would not be possible to condone this type of arrangement as part of a legal order. There would therefore, be some reduction in current levels of on street parking during the day . However the restrictions proposed for the ends of the roads are single yellow lines with no parking between the hours of 8am and 6pm Monday to Saturday. After 6pm and before 8am anybody would be able to park in these locations.
13. The decision to advertise a residents' only parking zone is as a result of city wide consultation carried out early this year. Due to the future introduction of on street charging it was perceived that a number of vehicles would choose to utilize the current 2 hours free parking available in the residents' parking zones rather than pay an on street charge. This would increase the levels of parking in these parking zones making it more difficult for residents to park during the day and at weekends. The introduction of residents' only parking removes the 2 hours free parking and limits the zone to residents displaying valid permits.
14. St. Paul's Road is basically a cul-de-sac and traffic volumes are sufficiently low to enable parking to take place (where it is currently prohibited) on part of the north side adjacent to Churchill Way without causing undue congestion or compromising safety, and it is recommended that this amendment be pursued to increase the available parking.

Conclusion: Options Considered

15. Implementation of the proposals as advertised.
16. Abandon the proposals.
17. That a Residents' Only Parking Zone be implemented rather than a Residents' Parking Zone. The results of the public consultation carried out shows that of the residents that responded to the questionnaire, 55% were in favour of a Residents' Only Parking Zone.
18. Change the waiting restrictions at the end of George Street South and Meadow Road South from No Waiting Monday to Saturday 8am to 6pm to No Waiting Monday to Friday 8am to 6pm. This will allow residents to park in these areas over the weekend without having to move their vehicles on Saturdays.
19. Remove the double yellow lines from outside garages and driveways and replace them with white bar markings, with the exception of those outside the railway yard in Meadow Road (South). This would allow residents of these properties to park vehicles outside their own drives.

20. The removal of some existing double yellow lines in the northern section of St Paul's Road, on the Churchill Way side of the road, and their replacement with parking bays could provide additional parking spaces and ameliorate the reduction caused by the introduction of parking restrictions around the junctions.

Recommendation

21. That the proposal be implemented with the following amendments (see plan in **Appendix 4**) :-
- (i) The waiting restrictions at the end of George Street (South) and Meadow Road (South) be amended to No Waiting Monday to Friday 8am to 6pm.
 - (ii) The double yellow lines from outside garages and driveways be removed and replaced with white bar markings.
 - (iii) That some of the double yellow lines on the Churchill Way side of the northern section of St Paul's Road be removed and replaced by parking bays (see **Appendix 4**).
 - (iv) The objectors be informed accordingly.

Reason for Recommendation

22. It is considered that the implementation of the amendments will provide some additional parking to ameliorate the reduction in parking area that would result from the implementation of waiting restrictions around the junctions and at the ends of Meadow Road (South) and George Street (South).

RICHARD J. LANDER

Director of Environmental Services

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

Letters of objection.

The results of the residents' consultation exercise carried out in March 2002.

Environmental Impact of the Recommendations contained on this Report:

It is considered that the signing and lining involved in implementing a residents' parking scheme would cause minimal environmental impact.