

APPENDIX F – DRAFT REVISED POLICY



HIGHWAYS AND TRANSPORTATION POLICY STATEMENT

RESIDENTS PARKING SCHEMES – ASSESSMENT

HP4/15

Objective

To establish the principles governing the assessment of Residents Parking Schemes.

Policy

1. New areas will be considered on a sequential priority basis in and adjacent to areas of greatest parking demand and conflict. . A parking priority timetable was agreed on 24th January 2008 by members of Environment Committee (Appendix A) sets out what can realistically be achieved. The important factor about this timetable is that although each area has to be placed on a waiting list, it does cover bigger areas at a time to try and minimise the knock-on effects of displacement. Any changes to the timetable or additions to the list need to be decided by Environment Cabinet, bearing in mind that capacity to include extra work is very limited, and that any additional schemes could have a serious impact on the projected timetable.
2. A new area will be recommended for funding provided there is a majority of respondents of that area in favour of such a scheme following a public consultation.
3. A new area will only be installed as part of a controlled parking zone
4. New areas will be considered only when adequate enforcement is available.
5. Isolated areas will be considered only around a major generator of parking – e.g. Railway Station, Hospital.
6. The council is entitled to draw the boundary for parking schemes around economically and geographically viable parking zones.
7. The council will consult residents and businesses within the proposed area. This consultation may include first stage information gathering to determine viable boundaries. Consultation will include the presentation of detailed designs for the local area with opportunity for comment. The final stage will be the legally required Traffic Regulation Order.

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8. The council must assess and balance the needs of residents, businesses, amenity users and other road users in each area. Schemes will include "separate" parking controls (setting aside large parts of the roadside for residents and other permit holders only) and "shared" parking controls (setting aside some roadside to be shared between permit holders and Pay & Display parking). In many places Pay & Display parking will be limited to a maximum stay of two, four or eleven hours. Permit holders may use these spaces for any length of time without a charge. While the proposals have been designed to give priority to residents and other permit holders, the shared areas would also be available for those without a permit to park by buying a Pay & Display Ticket.

The shared areas are designed so that when some permit holders leave the area during the day, those travelling into the area to work, visit or shop would be able to make use of the available space. Similarly, permit holders who vacate permit bays during the day would leave these spaces available for permit holders wishing to come and go throughout the day. The scheme makes it easier for permit holders to find a space by reducing the number of spaces that can be used by commuters.

9. A new area would set aside some roadside close to shops and businesses for Pay & Display parking only with a maximum stay of two hours.
10. A new area will set aside some roadside for motorcycle parking on every road if possible and also for on-street cycle bays if required.
11. Double yellow lines would be placed at junctions for safety and across driveways with dropped kerbs to prevent obstruction. The overriding double yellow line waiting restriction for the area would be 24 hours a day.
12. As a move for greater consistency throughout the city and to reduce the pressure on permit bays, parking by disabled badge holders within residents bays would not be permitted. Disabled badge holders living within the parking scheme would be able to obtain a permit for £5 to cover administrative costs.
13. Parking Schemes shall be self-financing.
14. The number of permits sold may exceed the number of spaces available.
15. Pay and display machines are positioned in locations as unobtrusively as is practical. Property boundaries are a common location so as not to be placed immediately outside residents' doors or windows. Distances between machines vary; however machines are to be kept to a minimum to conform to the council's policy for reducing street clutter whilst also taking into consideration walking distances to machine sites. Machines should be located in such a way so that paying customers are standing in a safe location ideally on a footpath facing the carriageway.

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17. Where long stretches of parking exist of the same restriction the council aims to place signing approximately every 30 meters. Signing for disabled and single bays should be located “off centre” so as to avoid a vehicle’s door path when open. Parking schemes must be defined by “zone entry signs” to inform the public they are entering a pay/residents parking area.

Experience has shown that Resident Parking Schemes will not be successful unless they have majority support of responses received and are adequately enforced.

References

1997 BHCC Policy HP 4/15: Residents Parking Schemes – assessment and charges
July 2004 – Environment Committee: Development of Residents’ Parking Schemes
December 2005 – Environment Committee: Review of Parking Programme
November 2006 - Environment Committee: Central Brighton Parking Scheme Review
January 2008 – Environment Committee: Parking Scheme Implementation Overview
March 2008 – Environment Committee: Parking Schemes Initial Consultation Results
Traffic Signs Regulations & General Directions 2002

Date of Approval:

Review By: Within 5 Years

