

Priority Parking Outline

- Priority Parking:
 - Is a Part-Time Permit Scheme, where:
 - controls operate for a short period between Monday and Friday inclusive;
 - permit places are limited in number, but will generally meet the residential demand for parking in each street during the working day;
 - the remainder of the area will remain uncontrolled.
 - will consist of permit parking places only, limited to use by:
 - Resident Permit Holders from within the area defined above;
 - Visitor Permit Holders, where the resident issuing the Visitor Permit resides within the area defined above.
 - Trades Permit Holders.
 - will not include the option to pay-and-display.
 - May include some provision for limited waiting, for example in the vicinity of local shops etc.
- The proposal has been designed to:
 - prevent all-day commuter parking and long-term non-residential parking from taking place within areas set aside as permit holder parking;
 - protect parking opportunities for resident and visitor permit holders;
 - make it easier for residents to park near their homes;
 - provide improved parking opportunities for:
 - Visitors (to residents, businesses etc);
 - Tradesmen etc.
 - Create a buffer between areas subject to full controls (CPZ) and uncontrolled areas;
 - Reduce the potential for further migration of problems into other areas;
- The proposed levels of parking provided:
 - should normally exceed observed levels of daytime residential demand;
 - will be located in proximity to those properties without off-street parking;
 - will be located in order to minimise the need for additional street furniture;
 - could be adjusted, by legal process, to take account of changing demand.

- Qualifying Residents would be entitled to:
 - A maximum of two permits per household, limited to one permit per person;
 - visitor permits, under the same terms and conditions as within the Controlled Parking Zones (CPZ), and;
 - the equivalent of 30 days-worth of permits for each household;
 - a double allocation, with the cost of permits halved, for residents with disabilities.

- The proposed cost of a residents permit will be:
 - proportionally lower than within CPZ, reflecting the shorter period of control;
 - linked to CO2 emissions;
 - increased for a second permit.

- Priority Parking:
 - reduces the initial implementation costs when compared to full CPZ control ;
 - requires significantly less enforcement than full CPZ, thereby reducing the ongoing costs of managing parking in areas subject to this form of control;
 - reduces the potential impact on the amenity of the area by minimising street furniture and negating the need for ticket machines related to pay-and-display;
 - has an inherent flexibility that:
 - allows the level of parking provision to be adjusted to cater for changing demand;
 - would allow this type of approach to be applied to other areas subject to similar parking pressures

- Implementation of Priority Parking:
 - Will be carried out on a phased basis, designed to gauge:
 - the impact of the introduction of controls;
 - the level of demand for residents parking;

- New poles, signs and road markings:
 - Will be minimised wherever possible, with:
 - Permission being sought from residents whose property has walls or fences that could be used to mount signs
 - Longer lengths of kerbside space being used for parking places, reducing the number of signs and road markings required.