

# Residents' Parking Scheme Provision

**January 2023**

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## **1.0 Introduction**

- 1.1 Resident parking demands vary across the city. While many aspects of residents' parking are similar, there is a need for us to be able to respond to local differences with appropriate design.
- 1.2 There will be a number of general principles applied to RPS schemes, however it is not practical for all schemes to follow the same design as the hours of operation, geographic area and cause of the parking issue may vary considerably between schemes.

## **2.0 Key Principles**

- 2.1 All new residents' parking schemes must follow these key principles:
  - No council funding should be used for implementing resident parking schemes. It is anticipated that this will normally be funded by the 'attractor'.
  - Operation, management and maintenance should be funded by the 'businesses or 'attractor', see section 2.2 below, or be self-funding from the revenue generated.
  - New resident parking schemes must not include charges for residents permits
  - The design of schemes must take account of provision for free visitor parking.
  - There needs to be significant support in the area and clear evidence will need to be provided of this including a robust consultation process.
  - There must be clear evidence of need for the scheme. This will include analysis from parking surveys to quantify the level of non-residential parking and the impact this is having on an area, and / or an analysis of the likely additional demand that will be created by a new attractor.
  - Enforcement of resident parking schemes should be effective and reviewed regularly with an analysis of levels of non-compliance.
  - Schemes need to clearly address the parking issues being faced by residents in any given area.
  - The effect of any areas' scheme should not, as far as possible, be detrimental to neighbouring areas or create the need for an additional scheme.
  - A full Equality Impact Assessment should be carried out for each individual scheme and include assessment of accessibility of parking permits. This may result in some scheme specific provisions.

2.2 Any new proposals will be assessed against these principles and if these principles cannot be met then a scheme will not be taken forward. Any charging would be to cover operational, management and maintenance costs and would need to be covered by the 'businesses or 'attractor' that is creating the parking demand. Examples include:

- Hospitals
- Airports
- Places of education
- Sporting venues
- Entertainment venues
- Universities
- City Centre / Commercial Development
- Other local attractor or combination of attractors

2.3 As part of the legal process all schemes will need to go through the correct channels with responses carefully considered and addressed before the scheme can start.

### **3.0 Funding**

3.1 A core principle of future schemes is there should be no council revenue subsidy for running or maintaining the schemes, where possible.

3.2 The operational (revenue) costs for schemes are associated with maintenance. This includes both physical maintenance of signs and lines, maintenance of appropriate back-office systems, and the costs of enforcing the schemes and dealing with appeals.

3.2 The capital costs of a scheme are considerable and include design fees, approvals, advertising, consultation and physical works on site such as signing and lining plus additional traffic regulation orders. All funding will need to be found through external sources.

### **4.0 Visitor Permits**

4.1 Resident parking schemes must make provision for visitors to be able to park in the area affected. This will be proportionate to the scale of the scheme and may include both long term (limited number of transferable permits) and short term (scratchcards) permits.

4.2 Within each proposed scheme a limited number of long-term visitor passes will be provided per eligible household, depending on scheme design. These will, where possible, be managed on-line allowing for the vehicle details to be changed / updated by residents as often as they require. Paper permits will be available by exception to those who require them.

4.3 A limited number of free short-term permits may also be provided annually, with further short-term permits chargeable. These will initially take the form of single use scratchcards that must be displayed in the vehicle. A book of 10 will be provided to each address annually with further books available to purchase. These are intended to cover specific circumstances, such as simultaneous attendance by multiple tradespeople or family parties, that cannot be accommodated through the use of the long-term permits.

4.4 All permits will be 'scheme specific' and cannot be used across all schemes in the city. Requests to purchase scratchcards will be monitored and reviewed to identify any potential misuse / resale of the permits.

4.5 Where practicable, the permits will be supplemented with locations within the boundary of the scheme that provide for 'limited waiting' or 'pay and display'. These are intended to reduce the inconvenience to residents when they have multiple visitors at any one time, and they travel in individual vehicles.

## **5.0 Carers Permits**

5.1 People who live in a restricted parking zone (RPZ) area and require care can apply for a transferable free carer permit which can be used by those who are visiting to provide care. The permit is given to the person in receipt of care to give to their caregiver(s) at their discretion. It is a physical permit to display in the windscreen so that it is flexible for users.

## **6.0 Business Permits**

6.1 There is an annual charge for business permits and for business visitor permits.

6.2 The number of business permits available along with the number of business visitor permits available will need to be assessed on a case by case basis to ensure that the needs of the wider community are considered.

6.3 The assessment will consider the size of the business and their ability to accommodate staff and visitors off the highway. Any large businesses will be expected to demonstrate a green travel plan.

## **7.0 Students**

7.1 Students who live in the scheme area and who require a vehicle to complete their studies (for example, a student nurse on placement at a remote hospital) can apply for an annual permit free of charge. One permit provides for one student vehicle, valid for the academic year (September to June).

## **8.0 Enforcement**

8.1 Enforcement of all schemes will be proportionate to the level of non-compliance that is identified and will flex according to need. The enforcement requirements of schemes will be assessed on a periodic basis through targeted enforcement activity.

## **9.0 Blue Badge Holders**

9.1 Blue Badge holders can park in areas where RPZs are in place by displaying their blue badge. There will be no change to this current practice in new schemes.