

Appendix 3. Resident Parking Proposals presented within the public consultation questionnaire

Proposal	Why
3.1 Before a residents' parking scheme is considered, the potential for the introduction of alternative prohibitions, restrictions and/or traffic management measures should be considered.	To ensure any appropriate alternative traffic management control measures such as yellow lines, limited waiting/disabled bays etc. cannot be used to address the issues raised, and the need for a residents' parking scheme is demonstrated from the onset.
3.2 A feasibility proposal outlining the properties and streets for inclusion in any residents' parking scheme will be prepared and support for the proposal should be obtained from the local councillor for the area and from the Cabinet member for highways and transport. Appropriate funding for scheme development / consultation will also be identified.	The development of residents' parking schemes requires extensive consultation and resource to implement. Therefore, for any scheme to be considered there needs to be formal recognition of an observable and persistent problem.
3.3 When the number of vehicle parking spaces available in any proposed residents' parking scheme is equal to or greater than the number of properties registered in the area, a scheme won't be taken forward unless there is sufficient evidence of on-street parking by commuters or non-residents	To ensure priority for residents is maintained
3.4 When the number of on-street parking spaces available in any proposed residents' parking scheme is less than the number of properties registered in the area a residents-only scheme should be considered.	Many requests for residents' parking schemes are for areas with little or no off-street parking provision, with demand for residents' parking exceeding supply. Priority must therefore be given to providing a minimum level of on-street parking provision to <i>all</i> who have a legitimate need.
3.5 Provision of visitor parking permits within a scheme proposal will only be considered if parking space capacity is considered sufficient.	To ensure appropriate parking provision is made available to residents within a reasonable distance of their property as a priority. The overall number of permits allocated will be primarily dictated by the overall capacity of the road or street, with due regard given to the desirability of visitor parking in the area.
3.6 Within a residents' parking scheme, individual properties on roads that are part of the scheme can be excluded from eligibility for residents' parking permits if that exclusion was a specific part of the planning consent for that property, such as part of a section 106 agreement.	To provide the ability to safeguard existing on-street residents' parking provision that may be impacted by new development proposals, and to promote the use of residential parking schemes as a traffic/parking management tool for new development in the area (and hence manage traffic congestion and maintain road safety).
3.7 Prior to going ahead with a scheme, a	An appropriate proportion of residents

<p>survey questionnaire will be distributed to all properties that are proposed to be included, detailing the outline scheme feasibility proposals. If the results of the survey indicate 50% or more support the scheme and less than 50% oppose it, detailed proposals may be further developed. Survey returns expressing a view that is neither for nor against a scheme proposal will be discounted. If the overall response rate is less than 50% of all properties in the area the scheme may only proceed with the support of the Cabinet member for highways and transport.</p>	<p>surveyed within the scheme boundary must support the scheme proposals for the scheme to go ahead.</p>
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