



Parking Schemes Overview Bitesize Training

Part 1

Liz Davison – Principal Consultant

Introduction

Who am I? Liz Davison

Working in the parking industry for nearly 30 years:

- Appeals – local authority in London
- Parking Manager – London Borough of Richmond – 8 years
- Consultant in London
- National consultancy – 9 years
- Contractor
- National consultancy
- Specialist in strategy, policy, parking and traffic feasibility & design, TROs, permit and payment tariffs, enforcement, service & delivery review & contract specification development and tender evaluation.

Objectives

Aim

This session is to focus on the options of residents parking schemes including what to consider and the pros and cons of different options. It will be a fairly organic and interactive session to get you involved with your thoughts, questions and an opportunity to share ideas/experiences.

Overall Objectives

- What prompts a scheme
- Outline process for considering a residents parking scheme
- Assessment and feasibility of a scheme – is one needed?
- Scheme design options

What prompts a 'residents parking scheme'?

- Complaints from residents
- Complaints from Council Members
- Knowledge of a change in attractors and/or land use
 - New developments – e.g. event developments, hospitals, retail parks, residential developments or a change of use

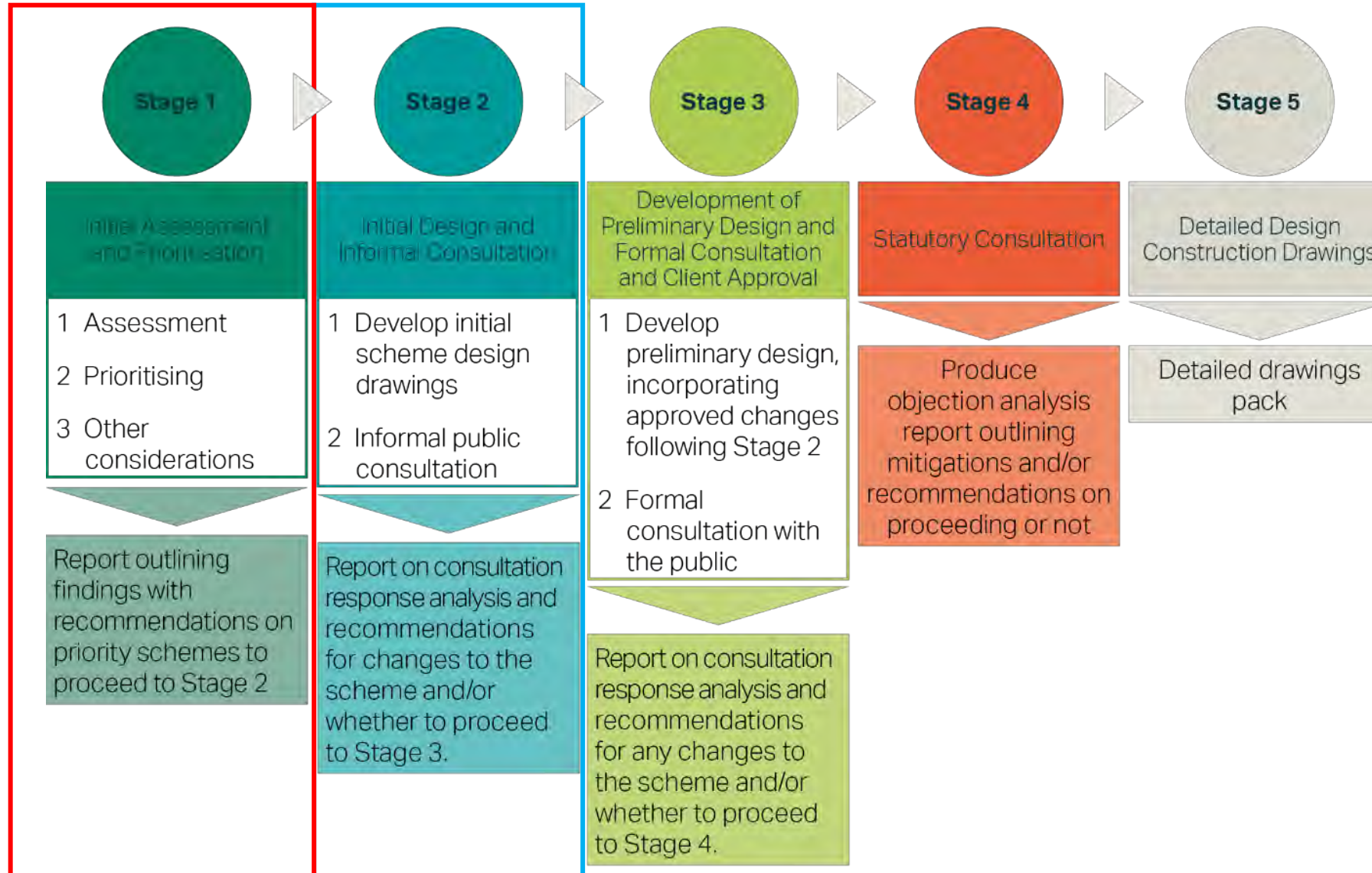
Common complaints from residents (and Council Members)

- I cannot park outside my house
- I cannot park in my road
- Too many non-residents are parking in my road
- Commuters are parking all day in my road
- Parents are parking to drop off and pick up from the school
- My neighbours have got too many cars and are parking outside my house
- Vehicles are being parked dangerously and on the footway

Take a moment

- May all be legitimate complaints, but we need to consider that no one has a **legal** 'right' to park on the highway, even outside their property or in their road
- Priority **may** be given to residents if feasible and is necessary
- Consider if the complaints are just because non-residents are using the road
- Can it be enforced?
- Is the parking issue due to too many residents vehicles?
- What issues would a scheme resolve?
- Is it reasonable to introduce a scheme to resolve those issues?
- Will the costs of introducing, maintaining and enforcing a scheme be reasonably covered by purchase of permits? Should it? If not where will the costs come from?
- Displacement

Stages for considering a parking scheme



Assessment and need for a scheme – Stage 1

- Is there are problem or a perceived problem?
 - Parking beat surveys
 - Is the issue as a result of too many residents or visitors or commuters?
 - Consider other parking facilities nearby – car parks, overnight options
 - Changes in land use planned - try to future proof the scheme
 - Consider alternative transport modes
 - Displacement – how wide should the assessment be?
 - What times of day?
 - Is it events?
 - Objectives of scheme
 - Prioritising schemes – Multi Criteria Assessment
 - Reporting – providing the evidence and validity to proceed or not

Assessment and need for a scheme – Stage 1

Capacity	AM (06:00 - 09:00)				Mid-day (10:00-13:00)				PM (14:00-18:00)				
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
36	75%	14%	14%	11%	3%	6%	11%	6%	3%	8%	14%	6%	0%
30	80%	0%	0%	0%	7%	7%	0%	0%	0%	0%	3%	10%	0%
26	73%	8%	4%	0%	8%	12%	4%	0%	0%	8%	15%	0%	4%
16	119%	6%	13%	0%	13%	0%	0%	6%	0%	0%	13%	13%	13%
29	83%	86%	76%	79%	76%	76%	79%	83%	93%	93%	83%	83%	90%
37	38%	46%	41%	41%	38%	43%	43%	46%	57%	81%	49%	51%	41%
93	68%	4%	3%	4%	2%	11%	6%	8%	15%	25%	10%	5%	19%
34	85%	0%	3%	3%	6%	3%	6%	6%	9%	9%	0%	3%	24%
30	97%	3%	7%	20%	10%	17%	17%	20%	7%	27%	10%	7%	23%
34	85%	3%	12%	32%	9%	21%	12%	24%	6%	26%	18%	26%	21%
26	108%	0%	8%	8%	8%	4%	4%	15%	4%	15%	12%	15%	31%

Assessment and need for a scheme – Stage 1



Assessment and need for a scheme – Stage 1



Any questions or comments?

Initial Design – Stage 2

- Options for scheme design
 - Controlled Parking Zone (CPZ)
 - ‘Permits only beyond this point’ (PPO)
 - Residents parking - kerbside

CPZs

What are CPZs?

- They reference the control of the yellow lines within an area
- They reduce the requirement of signage for yellow lines
- They do not reduce signage for other designations within an area – e.g. parking places these still need to be signed
- Can be confusing for motorists, especially if zone is too big
- Various times for the parking places can be confusing



Permitted variants to
'Controlled Zone'



Permit parking areas 'PPA'

What are PPAs?

- Entire road is for permit holders only
- Zone entry signs
- No repeater signs, but may be useful
- Still require yellow lines and signs as appropriate
- Small areas
- No bay markings – assists in not reducing the available parking for permit holders
- Reduces construction and maintenance costs



Permit parking (not PPA)

What is permit parking?

- No zone entry signs
- Marked parking places
- Parking places are signed along the kerbside
- Yellow lines require signage, increasing signage
- Each parking place can be signed to suit the location or requirements



Any questions or comments?

Other sessions?

- Strategy/policy
- Prioritising schemes – multi criteria assessment
- Consultation
- TROs
- Specific issues e.g. near schools, event day parking, commuter parking near transport hubs etc