

ENVIRONMENT COMMITTEE JANUARY 2008: PARKING SCHEME IMPLEMENTATION OVERVIEW

Criteria and principles governing inclusion in parking scheme timetable

From Environment Committee 8 December 2005 – Review of Parking Programme for 2006 onwards:

- 3.1 These [areas identified on the list] have resulted from the outcome of the review process for individual areas, which also covers displaced vehicles in adjacent areas, or the need to tackle conflicting demands for parking spaces such as those generated by any combination of different requirements e.g. residents, offices, shops, and train stations.

From Environment Committee 26 November 2006 –Central Brighton on-street parking review:

- Other parking issues elsewhere in the City have led officers to re-consider the way that residents parking schemes are progressed.
- Predominantly residential areas of the city that are less central require a more complex, joined-up approach to get the right scheme in place and to avoid displacement issues.
- Learning from experiences of the last year, a revised timetable has been drawn up which looks at bigger, joined-up schemes, taking into account the impact on a whole area, rather than the smaller and more isolated schemes that were originally proposed.
- For example, Preston Park station review is now joined with Reigate Road area and Shirley Drive area. This will involve major consultation, and careful design of different types of scheme for each different section's requirements. However, this will also mean that no one section will suffer from displacement by another whilst having to wait years for this to be rectified.
- Officer and contractor capacity is limited, so need to be directed in a focused way. With this approach, the team can work on the complexities of each area, only carrying out "one" scheme at a time, but covering much larger areas.

From the Sustainable Transport operational policy document – Residents' Parking Schemes – Assessment:

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1. New areas will be considered only when adequate enforcement is available.
2. New areas will be considered on a sequential priority basis in and adjacent to areas of greatest parking demand and conflict.
3. A new area will only be installed as part of a controlled parking zone or other comprehensive parking controls.
4. 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.
5. Isolated areas will be considered only around a major generator of parking – e.g. Railway Station, Hospital.
6. Schemes may be of separate* or shared** nature.
7. Residents' Parking Schemes shall be self-financing.
8. The number of permits sold may exceed the number of spaces available.

Note:

* A "separate" scheme is one where parking places are provided for use only by Permit Holders during the hours of operation of the scheme.

** A "shared" scheme is one where Permit Holders and non-Permit Holders may use the same parking spaces but the latter are subject to a time limit during the hours of operation of the scheme.