

North Yorkshire County Council**Transport, Economy and Environment Overview and Scrutiny Committee****14 October 2015****Review of North Yorkshire County Council's Residents' Parking Scheme Policy****1 Purpose of the Report**

This report asks the Committee to:

- a) Discuss and note the information in the report of the task group's review of North Yorkshire County Council's Residents' Parking Scheme Policy (attached at Annex A).
- b) Consider the recommendations to the Executive set out on page 26 of the task group's report.

2 Introduction

- 2.1 The Transport, Economy and Environment Overview and Scrutiny Committee agreed in January 2015 to undertake a review of North Yorkshire County Council's Residents' Parking Scheme Policy. This arose from the committee's discussion about a residential estate in Skipton that has high levels of on-street parking from non-residents. Residents there had called for a residents parking scheme to be introduced but under the existing criteria this is not possible due to most of the properties having access to off-street parking.
- 2.2 A task group was set up to take forward the detail of the work and then report back to the committee on whether there is or is not a case for changing the criteria in the policy to allow residents' parking schemes to be introduced in areas where at least half of the properties have access to off-street parking.

3 The Task Group

- 3.1 The task group was chaired by County Councillor Bob Packham, working with County Councillors Andrew Backhouse, Andrew Goss, Robert Heseltine, Peter Horton and David Jeffels

4 Aims of the Review

- 4.1 The aims of this review were:
 - a) To review North Yorkshire County Council's Residents' Parking Scheme Policy, in particular the current off-street parking criteria¹;

¹ less than 50% of the properties have either:

- existing parking within the property boundary, or the potential for owners/occupiers to provide their own parking within the property boundary, or available off-street parking within 400m.

- b) To consider whether to change the criteria to include areas where at least half of the properties have access to off-street parking but where the on-street parking is taken up by non-residents' for long periods of time; and
- c) To consider if there are other criteria that should be changed.

5 Process

- 5.1 The task group undertook a series of visits to various parts of the county, chiefly to areas where at least half of the properties have access to off-street parking, to look at situations where a significant proportion of those residents' and their visitors could be struggling to park on the public highway close to their property due to:
- The impact of on-street parking by non-residents' employed at or visiting major employment sites working beyond the normal working day/week with on-site parking restrictions in place (Skipton, Harrogate and Scarborough);
 - The impact of on street parking by non-residents' in streets with sheltered housing, which is making carer and medical access more difficult (Sherburn-in-Elmet);
 - The impact of non-residents' parking on streets with off-street parking in tourist hotspot areas, where there can be significant increases at times during the year (Helmsley).

6 Financial & Legal Implications

- 6.1 The review did not undertake any detailed financial assessments or legal implications.

7 Recommendation

- 7.1 The Transport, Economy and Environment Overview and Scrutiny Committee is recommended to agree the report of the task group including the recommendations to be presented to the Executive.

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Background documents: None

Annexes: Annex A: Draft report of the Transport, Economy and Environment Overview and Scrutiny Committee on the Review of North Yorkshire County Council's Residents' Parking Scheme Policy.



Transport, Economy and Environment Overview and Scrutiny Committee



Review of North Yorkshire County Council's Residents' Parking Scheme Policy

October 2015

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Chairman's Introduction



I am pleased to present to you the task group's review of the County Council's Residents' Parking Scheme Policy.

Parking – in particular who has a 'right' to park when and where – is always going to be a controversial issue. Residents, visitors, business owners and their customers have competing interests and can make an equal claim as to why they should be able to park on the public highway.

The County Council is left in the difficult position of having to balance these interests when deciding the strength of the case for introducing a residents' parking scheme. It also has to consider that such a scheme could just move the parking problem to nearby streets.

The existing policy makes it clear that areas where the majority of properties have off-street parking, on the property or close by, are not eligible for residents' parking schemes. The reason for this is clear – to only introduce residents' parking schemes where residents are regularly struggling to park reasonably near to their home. Some of us were sceptical, therefore, at the start of the review about the strength of the case for allowing residents' parking schemes to be introduced in areas where most of the houses have access to off-street parking.

We still think that priority should be given to residential areas that have little or no off-street parking nearby – driveways or car parks. The existing off-street car parking criteria are also useful to sift out requests which are mostly based just on residents not wanting other people to park on 'their' street. The highway belongs to everyone after all, and where there are safety or access issues other options should be looked at first, such as the limited use of yellow lines.

During our review however we found that sometimes a residents' parking scheme could be the best option for some areas that do not meet the current off-street parking criteria. We believe that there should be an exceptions policy to consider:

- The impact of non-residents parking on streets close to major employment sites working beyond the normal working day/week, leading to competition for on-street parking space between residents (including those of working age) and non-residents;
- The situation of people who have difficulty getting about, in particular people who need access to care/emergency services, and how easy or otherwise it is for them to walk around the area, for instance is it a hilly area?;
- Parking problems that would result from new development in a residential area.

**County Councillor Bob Packham
Task Group Chairman**

Summary

The aims of the review were:

- To review North Yorkshire County Council's Residents' Parking Scheme Policy, in particular the current off-street parking criteria¹;
- To consider whether to change the criteria to include areas where at least half of the properties have access to off-street parking but where the on-street parking is taken up by non-residents for long periods of time; and
- To consider if there are other criteria that should be changed.

A number of visits were made to various parts of the county to inform the review.

Some streets, where at least half of the properties have access to off-street parking can experience higher levels of on-street parking by non-residents than those with less off-street parking. Whilst no one has a right to park on the highway, certain situations could mean that residents living in these areas may struggle to park some or all of their vehicles within a comfortable walking distance of their home.

Issues include:

- car ownership levels – the rise of the multi-car household;
- major employment sites working beyond the normal working day/week, leading to competition for on-street parking space between residents (including those of working age) and non-residents; and
- the impact of planning policies over recent decades.

Some local authorities do not set off-street parking thresholds and instead use other criteria. Other local authorities do set a threshold but under certain circumstances will take into account other factors.

The Council's policy takes into account national guidelines about what is a 'comfortable walking distance' in its off-street parking criteria. However these guidelines should be applied in a flexible manner especially with regards to people who have difficulty in getting about. Related to this we should be considering whether the area is flat or hilly.

The Council's blanket approach to declining requests for residents' parking schemes where at least half of the properties have access to off-street parking, means that it is not able to consider all options to alleviate parking problems in an area. Yet a residents' parking scheme could be the best solution in some situations.

Other parking restrictions should be considered first if the main issues in an area are to do with highway safety hazards.

Inconsiderate parking by non-residents is often a catalyst for residents requesting a residents' parking scheme for their area. Scarborough Borough Council's

¹ less than 50% of the properties have either:

- existing parking within the property boundary, or the potential for owners/occupiers to provide their own parking within the property boundary, or available off-street parking within 400m.

'considerate parking initiative' pilot is a way of the Council and the Police working together to tackle parking obstructions.

It makes sense to give priority to implementing residents' parking schemes on streets where most of the properties do not have off-street parking nearby. Also in some tourist hotspots in the county it would not be suitable to introduce residents' parking schemes on streets where at least half of the properties have access to off-street parking. This is because residents' parking schemes could harm the economic vitality of these areas.

We are not proposing that the off-street parking criteria should be removed. Rather we think there should be an exceptions policy, with certain safeguards built in, for areas where at least half of the properties have off-street parking within their property boundary but meet the kerbside occupancy rates² for non-residents, if:

- (a) There is on-going parking by non-residents in areas close to major employment sites working beyond the normal working day/week, leading to competition for on-street parking space between residents and non-residents;
- (b) There are people with mobility difficulties living in the area, in particular those needing access to care/emergency services, also taking into account how easy or otherwise it is for them to walk around the area when deciding on comfortable walking distances for such people;
- (c) Parking problems would result as a consequence of the impact of new development in a residential area.

Consequently the Council would be able to fully determine the nature and degree of the parking problems occurring in these areas and establish if a residents' parking scheme would or would not be the best option.

We do not believe that the 'flood gates' would be opened if this exceptions policy was introduced. There are a number of existing and new safeguards that can be used to test if the best solution for an area would be a residents' parking scheme.

Increasing the number of residents' parking schemes would increase the on-going costs to the County Council. A solution could be to increase the cost of a resident's permit. The current cost is low in comparison to the charge made by most other local authorities that we surveyed.

Communication and access to the policy could be improved. For instance more could be done to explain eligibility for residents' parking schemes and how they operate. Access could be improved by providing more information on the Council's website.

² For a daytime problem:

- more than 40% of kerbside space is occupied by non-residents for over six hours in the survey period AND more than 80% of kerbside space is occupied by any vehicles during the same six hours; and

For a night time problem:

- more than 40% of kerbside space is occupied by non-residents for over four hours during the survey period AND more than 80% of kerbside space is occupied by any vehicles during the same four hours.

Background

The current version of the County Council's Residents' Parking Scheme Policy (**Appendix 1**) was approved by the County Council's Executive on 13 March 2012. The Council's Parking Strategy makes a commitment to review the policy on an on-going basis.

The Transport, Economy and Environment Overview and Scrutiny Committee agreed earlier this year to review North Yorkshire County Council's Residents' Parking Scheme Policy. This came from the committee's discussion about a residential estate in Skipton where most properties have off-street parking but which has high levels of on-street parking from non-residents.

Residents there report that a significant proportion of staff employed by a large employer nearby (Skipton Building Society) park on the estate. This is resulting in:

- traffic/parking congestion;
- driveways being blocked;
- parking on or near to some of the bends; and
- households with several cars being unable to park near to their homes.

Residents have asked for a residents parking scheme to be introduced on a number of streets on the estate and Skipton Building Society has offered to fund the costs of implementing the scheme. However under the existing policy the area does not qualify. In several other ways the area meets the criteria for the introduction of resident parking schemes.

The main aim of our review was to examine whether there is or is not a case for changing the following qualifying criteria in the policy: 'in order to be eligible for a Residents' Parking Scheme a County Council survey has to show that less than 50% of the properties have either:

- existing parking within the property boundary, or the potential for owners/occupiers to provide their own parking within the property boundary, or
- available off-street parking within 400m.'

AND

- For a daytime problem:
 - more than 40% of kerbside space is occupied by non-residents for over six hours in the survey period AND more than 80% of kerbside space is occupied by any vehicles during the same six hours; and
- For a night time problem:
 - more than 40% of kerbside space is occupied by non-residents for over four hours during the survey period AND more than 80% of kerbside space is occupied by any vehicles during the same four hours'.

The review also considered whether there were other criteria within the policy that should be looked at again.

The committee set up a task group made up of the following Members:

- Cllr. Bob Packham (Task Group Chairman)
- Cllr. Andrew Backhouse
- Cllr. Andrew Goss
- Cllr. Robert Heseltine
- Cllr. Peter Horton
- Cllr. David Jeffels

The task group undertook a series of visits to various parts of the county, chiefly to areas where at least half of the properties have access to off-street parking, to look at situations where a significant proportion of those residents and their visitors could be struggling to park on the public highway close to their property due to:

- The impact of on-street parking by non-residents employed at or visiting major employment sites working beyond the normal working day/week with on-site parking restrictions in place (Skipton, Harrogate and Scarborough);
- The impact of on street parking by non-residents in streets with sheltered housing, which is making carer and medical access more difficult (Sherburn-in-Elmet);
- The impact of non-residents parking on streets with off-street parking in tourist hotspot areas, where there can be significant increases at times during the year (Helmsley).

We are aware that there are similar issues in other areas of the county. Whilst it was not possible to visit every area within the timescales of our review, we have been able to draw up some guiding principles that are relevant across North Yorkshire.

Considerations

Throughout the review the following considerations underpinned our thinking:

- Most of us expect to park outside our own home but no one – whether a resident or non-resident - has a legal right to park on the highway, only to pass and re-pass along the road. Residents might wish for no other motorists to park vehicles outside their homes but the County Council needs to make sure that residents' parking schemes are not introduced solely for this reason.
- The County Council has a duty to manage and reconcile the competing demands for on-street parking space of many different road users³ - not just residents. This includes taking into account the needs of businesses to ensure that the economic vitality of an area is not adversely affected by the introduction of parking restrictions.
- The County Council is not responsible for providing parking spaces and residents' parking schemes are not required by law.
- Currently any new residents' parking schemes being suggested have to be funded or carried out by a third party. There are, however, on-going costs to the County Council of enforcing and managing the schemes.
- Residents' Parking Schemes are traditionally introduced in areas where residents, without off-street parking, are struggling to park within a reasonable walking distance from their house due to parking space being difficult to find.
- Residents' parking schemes have both advantages, such as improved access to properties, and potential disadvantages, such as creating 'knock-on' parking problems to nearby streets.

³ Residents; shops; businesses; visitors, especially where there are many tourist attractions and hotels; pedestrians; delivery vehicles; buses, taxis, private hire vehicles and coaches; cars; bicycles; and motorcycles. Source: [Traffic Management Act 2004: Operational Guidance to Local Authorities: Parking Policy and Enforcement](#), Department for Transport, March 2015, paragraph 3.4, pages 12-13.

Findings

Throughout the review we asked ourselves is there a case for residents' parking schemes to be introduced on streets which currently do not meet the off-street parking criteria⁴ in the policy? These criteria, when combined with the policy's kerbside occupancy rates⁵ for non-residents, do help to reject requests which are based solely on residents' desires for exclusivity rather than actual parking needs. Also, of course, residents living on streets with no-off street parking are more likely to struggle to park near to their home because of competition for parking from non-residents.

We also examined if there could be situations where residents or their visitors in residential streets with at least half of the properties with access to off-street parking would struggle to park within a comfortable walking distance.

During our visits we found that some streets, where at least half of the properties have access to off-street parking, can experience higher levels of on-street parking by non-residents, than streets with less off-street parking. This is particularly the case if major employment sites in the local area do not have sufficient car parking space for their staff on site (for example Skipton Building Society and Harrogate District Hospital) or have introduced charges for staff to pay to park (for example Scarborough General Hospital). Another example is where retail developments have introduced time limited car parking restrictions in their car parks causing people to park on neighbouring streets, as we found in Sherburn-in-Elmet.

Of course, the fact that a lot of non-residents park on residential streets with off-street parking is not a reason alone to allow residents' parking schemes to be introduced, however much residents' may want them. In this regard we need to do more to help residents understand that because of where they live there will be on-street parking by non-residents, and that non-residents can park there unless they are causing a parking obstruction.

We think though that other factors listed below should be taken into account. This is because they could result in residents living in areas that currently do not meet the off-street parking criteria struggling to park some or all of their vehicles within a comfortable walking distance of their home. They also affect visitors to these properties, which could be carers and/or the emergency services.

⁴ less than 50% of the properties have either:

- existing parking within the property boundary, or the potential for owners/occupiers to provide their own parking within the property boundary, or available off-street parking within 400m.

⁵ For a daytime problem:

- more than 40% of kerbside space is occupied by non-residents for over six hours in the survey period AND more than 80% of kerbside space is occupied by any vehicles during the same six hours; and

For a night time problem:

- more than 40% of kerbside space is occupied by non-residents for over four hours during the survey period AND more than 80% of kerbside space is occupied by any vehicles during the same four hours.

1.1 The policy approach taken by other local authorities

We contacted other local authorities to see if they included off-street parking thresholds in their residents' parking scheme policies. We included district, county and unitary councils in both urban and rural areas. We found that the picture is mixed:

- Some local authorities do not set off-street parking thresholds and instead use other criteria to ration the number of schemes coming forward (for example the percentage of kerbside space taken up by vehicles not belonging to local residents);
- Some local authorities do specify off-street parking thresholds (typically they require less than half of the properties to have no-off street parking for an area to be eligible)
- Other local authorities, even though they set off-street parking thresholds, will under certain circumstances take into account other factors such as how central the area is, levels of non-residents parking, parking problems caused by new development in a residential area, and so on.

The results of our research can be found in **Appendix 2**.

1.2 Economic and social factors

- The increase in car ownership:

Nowadays more households have more than one car. The census data for North Yorkshire (**Appendix 3**) shows that between 2001 and 2011 car ownership levels went up overall and more households owned more than 1 car or van in 2011 than they did in 2001. The percentage of households owning 2 cars or vans in a household, 3 cars or vans in a household and 4 or more cars or vans in a household also went up during the same period.

There is a case to say that the County Council should not be altering its residents' parking policy criteria simply because more households own more cars. However the 'knock-on' effect of greater car ownership is that those same residents are also commuters and tourists, so more cars are parked on streets close to places of work and in or around tourist hotspots. As the economy grows, successful companies are continuing to recruit more staff. This is welcome news as it all helps to promote the economic health of the county. At the same time however it has led to increasing parking problems on some nearby streets.

Car ownership in our county has gone up as it has elsewhere. Partly this is because nationally the costs of motoring have fallen and bus and rail fares have increased.⁶ However people living and/or working in a rural county like ours will always have a greater reliance on the car than in more urban areas.

⁶ Nationally the cost of motoring fell by 14% between 1980 and 2014 but in the same period bus fares increased by 58%. Rail travel has also become more expensive, with comparable ticket prices rising 63%.
Source: [The Independent](#), 3 July 2015.

The findings from our task group visits showed that there are limited options when travelling to work in North Yorkshire, other than using the car. There are also limits on what employers can do to encourage their staff to use alternative forms of transport to get to work. Sometimes good intentions to discourage staff from using their car to travel to work can simply lead to people parking in neighbouring streets.

- Scarborough General Hospital, for example, has introduced car parking charges for its staff. The hospital states that it introduced car parking charges because there had been a 'free for all' with staff and visitors parking wherever they could find a space even if this meant blocking the access for emergency vehicles. However, even though there are enough spaces for nearly all staff to park on the hospital site, some staff park on neighbouring streets to avoid paying the charges.
- Skipton Building Society, in its Green Travel Plan, has introduced a cycle to work scheme and a car sharing scheme for staff working at its head office. Take up has been low for both schemes.
- Harrogate and District NHS Trust states that it is actively working on schemes to encourage patients, staff and visitors to consider alternatives to car travel through its Active Travel Plan for Harrogate District Hospital. However, from our walking tour it was clear that vehicles belonging to hospital staff were parked on some streets next to those with residents' parking schemes.

Nationally, more young people are living at home for longer⁷ so each household is likely to own more cars than in the past. The challenges that young people face in getting on the housing ladder means that this trend is unlikely to change any time soon.⁸ In North Yorkshire this could be the case as well. This is because the latest predictions for our county⁹ show that the rate at which new households are forming has slowed from earlier projections¹⁰, although the main reason for this is that the population growth rates are lower than previously thought.

If more young people are living at home for longer this means that some households with properties with off-street parking will not be able to get all their vehicles on their drives. This creates particular problems in areas where competition for on-street parking between residents and non-residents is greatest, such as close to town centres, large employers and tourist hotspots.

- Major employment sites¹¹ working beyond the normal working day/week

The kerbside occupancy criteria in the current policy helps work out the level of competition for on-street parking during and outside the normal working day and how

⁷ [Large increase in 20 to 34-year olds living with parents since 1996](#), Office for National Statistics, January 2014.

⁸ [Whither household projections?](#), Ludi Simpson, Town & Country Planning, December 2014.

⁹ [2012-based Subnational Population Projections for England](#), Office for National Statistics, May 2014.

¹⁰ [Interim 2011-based subnational population projections for England](#), Office for National Statistics, September 2012.

¹¹ Major employment sites with insufficient off-street car parking space could encompass one large employer or several located near to each other, resulting in the kerbside occupancy criteria for non-residents being exceeded on neighbouring streets and residents struggling to park within a comfortable walking distance to their property.

serious a local parking problem actually is. However, it does not take into account situations where people living in areas where most homes have some off-street parking space within their property boundaries might be struggling to park some or all of their vehicles within a comfortable walking distance of their home.

We note that residential areas close to major employment sites working beyond the normal working day and/or working week can be faced with particular parking problems. This is because early mornings, evenings and weekends are the times when competition for on-street parking between residents (including those of working age) and non-residents is usually at its greatest. During the daytime on Mondays to Fridays you would expect competition to be less, at least in areas where most residents are out at work.

- At Skipton Building Society's headquarters, for example, some staff work shifts. This means that on Mondays to Thursdays some staff work up to 8pm in the evening and up to 12 noon on Saturdays. However, under its current approach the County Council is not able to carry out a survey to assess the need for a residents' parking scheme in areas which do not meet the off-street parking criteria. It is not possible therefore to find out if the number of non-residents parking on the Regent estate is greater than the kerbside occupancy criteria set out in the policy and if residents are struggling to park all their vehicles within a comfortable walking distance of their home.
- Hospitals also have long opening hours throughout the whole week. From our visits to Scarborough General Hospital and Harrogate District Hospital, however, residents have reported that parking problems are worst during normal working hours (9am to 5pm). We were informed that hospital staff are more likely to park on the surrounding streets during these times rather than visitors as most hospital visitors tend to use the hospital car parks there. Again, however, our current policy does not allow us to find out whether the kerbside occupancy rates by non-residents are or are not being exceeded during the daytime or night time.

1.3 Planning policies

National planning policies in the 1990s and 2000s have added to the problem by causing insufficient off-road parking for residential and business premises. In turn this has increased parking problems in residential areas, including those with off-road parking.

Planning Policy Guidance 13 (PPG13)¹² encouraged a move away from car use by restricting the ability to park cars. No doubt this was well intentioned on the part of government. However, as discussed earlier, Green Travel Plans can only go so far in rural areas because people rely on the private car to travel to work where there are no other transport options.

Other planning policies steered policy away from the development of large, spacious houses on greenfield or rural sites, towards higher density development using

¹² [PPG13](#), Department for Communities and Local Government.

brownfield or urban sites wherever possible.¹³ The effect of this has been to cram more houses into tighter spaces. Modern four bedroom town houses may only take up a bit more space than a traditional two bed terrace house but due to the higher number of occupants likely to live there demand for off-road parking will be greater. PPG13 was withdrawn when the National Planning Policy Framework (NPPF) was introduced in March 2012. The NPPF removes the principle of maximum parking standards¹⁴, so we welcome the fact that the County Council is proposing to revise its guidance on standards for parking for developer funded works within North Yorkshire, setting minimum rather than maximum parking standards in the future.

We feel though that the Council, with respect to its Residents' Parking Scheme Policy, should consider the needs of existing residential and commercial development where there is not enough off-road parking.

We have not defined what is meant by 'not enough' off-road parking because it will depend upon a number of factors, such as how many houses there are in an area and how close they are to each other, the number of bedrooms that properties have, household car ownership levels in relation to available off-street car parking spaces, the services operating in an area and the times of day that they operate, and so on. Other local authorities' residents' parking scheme policies provide a useful reference however:

- Cumbria County Council uses 'conflict issues criteria' to decide the type of parking restrictions that should be put in place, including residents' parking schemes, based on:
 - the availability of off-street parking
 - the type of services in the area
 - the distance to services on foot
 - the length of time needed to make use of the services
 - the number of houses
 - the level of demand for parking and seasonal variations, for example school terms
 - the days of the week that services operate
 - the times of the day that services operate
 - how close alternative travel options, such as bus routes, are.
- Leicestershire County Council like North Yorkshire County Council has an off-street parking threshold of 50% of households having access to off-street parking. However it may consider residents' parking schemes where there is not enough on road space to allow at least 80% of households to park one vehicle on the highway within the parking scheme area.

¹³ [PPG3](#) (1992-2006) and [PPS3](#) (2006-2012), Department for Communities and Local Government.

¹⁴ The NPPF's advice on parking is: "If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

[National Planning Policy Framework](#), Department for Communities and Local Government, March 2012, paragraph 39, page 11.

- Wiltshire Council limits the number of residents' parking permits according to number of off-street parking spaces. If a resident has one off-street parking space then they can only apply for one on-street permit. If they have an off-street parking space and a garage they cannot apply for any permits. We feel that this definition though does not provide for areas with high rates of car ownership, including households with parents and children owning several cars.

1.4 Comfortable walking distance

The Chartered Institution of Highways and Transportation's guidelines suggest 400 metres is a comfortable walking distance.¹⁵ The County Council's policy takes this into account in its off-street parking criteria for residents' parking schemes.

The guidelines also say though that: 'the situation of people with mobility difficulties must be kept in mind in applying any specific figures' and that: ' "Acceptable" walking distances will obviously vary between individuals and circumstances ... including: An individual's fitness and physical ability...'.¹⁶

General deterrents to walking should also be borne in mind, according to the guidelines. In this regard we feel that account should be taken of whether an area is flat or hilly in areas where people with mobility difficulties are living.

Our visit to a sheltered housing development in Sherburn-in-Elmet (Beech Grove) showed the need to be flexible in applying the guidelines and for the County Council's policy to mention this. Residents living on Beech Grove include wheelchair users and elderly people with difficulties getting about. Clearly 400 metres is not a comfortable walking distance for them.

Car ownership levels are low amongst the residents on Beech Grove but access to properties is required by carers, patient transport vehicles and emergency ambulances. Currently such visitors are finding difficulty parking outside the properties that they need to visit because throughout the daytime almost all of the kerbside space is taken up by cars belonging to non-residents.

Beech Grove connects to Beech Close, a narrow and short cul-de-sac of private houses. Consequently yellow lines on Beech Grove would not solve the problem because they would only move the parking problem to the cul-de-sac.

When put together both streets actually meet the off-street parking criteria as most of the housing stock do not have off-street parking (29 of the 30 sheltered housing properties on Beech Grove do not have driveways and the 22 houses on Beech Close all have driveways).¹⁷ However, if this was not the case, the mobility issues of residents would still be a problem and it would appear that the County Council would not be able to address this under its qualifying criteria.

¹⁵ 400 metres is a suggested 'acceptable' walking distance in town centres and a suggested 'desirable' walking distance in most other areas. [Guidelines for providing for journeys on foot](#), IHT, 2000, table 3.2, page 49.

¹⁶ [Guidelines for providing for journeys on foot](#), IHT, 2000, paragraphs 3.30-3.31, page 48.

¹⁷ Residents and the local County Councillor are looking for third party funding for the residents parking scheme and subject to this the area will qualify for a residents parking scheme.

1.5 Providing a solution to existing parking problems and where new development is being planned

The off-street parking criteria have been designed to ration the number of residents' parking schemes in the county. This is sensible because:

- The County Council faces many competing demands on its budget;
- The process for putting a residents' parking scheme in place is long and costly;
- The type of parking problem in an area might mean that a residents' parking scheme is not the best solution; and
- There are also on-going enforcement costs not covered by third party funding.

However because the policy does not take account of particular local issues, the Council is not able to consider all options to work with major employment sites to solve existing parking problems, or to tackle parking problems arising from new development before they happen.

- Existing parking problems caused by major employment sites working beyond the normal working day/week:

For example, the County Council cannot carry out a parking survey to decide if there is a case for a residents' parking scheme on the streets near to Scarborough General Hospital. This is mainly because over half of the properties have off-street parking.

If the County Council could carry out a parking survey it might decide that a residents' parking scheme would be the best option or that other parking restrictions, such as extending the existing single yellow lines on some of the streets would be better. If a residents' parking scheme was considered the best option, then the County Council could have recommended to the hospital that if it wished to introduce charging for hospital visitors and staff it should provide third party funding for a residents' parking scheme on the neighbouring streets.

In Harrogate it was possible to set up residents' parking schemes on the streets surrounding Harrogate General Hospital, with support from the hospital. This was because Harrogate Borough Council's policy, at that time, was more flexible and allowed areas with off-street parking to be considered for residents' parking schemes.¹⁸

- Reducing parking problems where new development is being planned:

Under the County Council's current policy, some residents parking schemes are pursued as a consequence of the impact of new development, for example a supermarket: 'Some agreements seek to minimise the financial impact on residents by securing financial contributions from the developer to fund the scheme and operating costs over a reasonable period of time.'¹⁹

¹⁸ These schemes were implemented under Harrogate Borough Council's Residents Parking Scheme policy, which is no longer in place following the termination of the Highways Agency Agreement with Harrogate Borough Council on 31 March 2010. The County Council's policy now applies.

¹⁹ North Yorkshire County Council Residents' Parking Scheme Policy, March 2012, paragraph 3.2.5.

However in these circumstances the off-street parking criteria still needs to be satisfied. This means we cannot advise developers to introduce a residents' parking scheme if they are proposing to build next to streets where at least half of the properties have access to off-street parking. Parking problems may result though on these streets if the new development has limited parking spaces or on-site parking restrictions are introduced.

The Council may find that it has to pay for other parking restrictions as a result of the development being granted planning permission. We understand that this risk may be reduced if, as is being proposed, the County Council revises its guidance on standards for parking for developer funded works within North Yorkshire to set minimum rather than maximum parking standards.

1.6 Other parking restrictions

The use of double and single yellow lines allow the County Council to tackle parking problems in other ways, although this can also be costly and time consuming. Advisory, white 'H-bar' markings painted across the entrance to driveways can also discourage non-residents from parking there, although they are not legally enforceable.

There have been occasions in the past where people requesting a residents' parking scheme in areas that do not meet the off-street parking criteria have agreed to have yellow lines put down. This has been where a highway safety hazard has been present. The fact that parking on yellow lines is enforceable does act as a deterrent to non-residents parking in an inconsiderate manner.

The County Council is right to consider these options first if the main issues are highway safety hazards such as parking on or near to junctions.

On the other hand, we feel that the Council should not automatically rule out the option of residents' parking schemes in areas that do not meet the off-street parking criteria, but are experiencing high levels of parking from non-residents for long periods throughout the week. This is because:

- yellow lines place a restriction on residents as well, so this option does not help those residents who need to park some of their vehicles on the street all day. Residents on the Regent estate in Skipton, for example, have rejected extensive use of yellow lines for this reason and because of concerns that visitors to their homes would not be able to park nearby;
- priority for yellow lines is given to areas with existing road safety issues and a proven history of casualties;
- single yellow lines stop people from parking during the specified controlled times, and so they could have a harmful impact on local businesses in the area.

We heard mixed views as to whether 'H-bar' markings across driveways act as a sufficient deterrent to motorists from parking there. However, the resident pays for putting in the H-bar marking, which may be a reason why not all residents' think they are the right solution, particularly as they cannot be enforced, unlike yellow lines.

Some residents that we spoke to who were campaigning for a residents' parking scheme said that they did not see yellow lines as an alternative solution because they would reduce the amount of on-street parking space. These residents were not aware that residents' parking schemes also reduce the amount of on-street parking space because of the layout of the parking bays, designed to avoid obstructive or dangerous parking. They were also not aware that these schemes do not allow residents' to park across their driveways. We suggest therefore that these 'disadvantages' of residents' parking schemes are made more explicit in the policy document²⁰ and on the website.

1.7 Other actions

During our visits the residents that we spoke to, and the letters and emails that we read, often mentioned concerns about inconsiderate parking by non-residents. Issues included parking across dropped kerbs - limiting and sometimes even blocking access to residents' drives - and parking on pavements and street corners. Residents become exasperated that "nothing is being done" by the appropriate authorities to stop this situation. In some cases it is this exasperation that leads to residents calling for a residents' parking scheme to be put in place in their area.

Local authorities²¹ under their Civil Parking Enforcement powers can now issue fixed penalty notices to motorists causing an obstruction. However this is only if a traffic regulation order (TRO)²² is in place in the area where the offence has been committed. Examples of parking obstruction include parking across dropped footways and an obstruction of the pavement causing pedestrians to enter the highway in order to pass the obstruction.

The Police still have the power to issue fixed penalty notices in the following circumstances:

- Dangerous parking;
- Obstruction;
- Failure to comply with Police 'no parking' signs placed in emergencies; and
- Any vehicle where security or other traffic policing issues are involved.

Our discussions with North Yorkshire Police highlighted to us that is not practical or affordable for them or the local authorities to enforce in all areas at all times of the day.

Scarborough Borough Council's 'considerate parking initiative' pilot (**Appendix 4**), developed with North Yorkshire Police and supported by the County Council is a way of working together to tackle parking obstructions:

²⁰ North Yorkshire County Council Residents' Parking Scheme Policy, March 2012, paragraph 1.4.

²¹ Scarborough Borough Council and Harrogate Borough Council act as the respective enforcement agents for North Yorkshire County Council and the other North Yorkshire district councils. Countywide Civil Parking Enforcement (CPE) has been in place since May 2013.

²² A Traffic Regulation Order is the legal document required to support a range of measures, which govern or restrict the use of public roads including parking restrictions (single and double yellow lines).

- Scarborough Borough Council's Enforcement Officers can let motorists, parking in areas where no TROs are in place, know that they are causing a parking obstruction.
- Motorists have an opportunity to understand the results of their actions and to change their parking habits. It also helps to save time and money as less fixed penalty notices have to be issued.
- If a motorist gets two or more warning tickets the Police can then issue a fixed penalty notice. It frees up police time to concentrate on those motorists who are ignoring the initial warnings, but also allows action to be taken so that local residents reporting parking obstructions in areas without TROs feel that they are being listened to.

The considerate parking initiative has been introduced elsewhere in the country with local authority and police support. People can also buy similar warning notices from a range of companies. However, we feel that without such a scheme being backed up by the authorities this is less likely to discourage motorists from parking inconsiderately.

We recommend that the considerate parking initiative is adopted in other parts of the county, subject to the successful outcome of the Scarborough borough pilot.

2 Would we be opening the 'flood gates'?

One of the issues we considered during the review was how could we ensure that making changes to the residents' parking scheme criteria would not result in the County Council being faced with requests for schemes that it could not afford. The cost of enforcement and on-going administration of residents' parking schemes must be taken into account.

We also realise that residents' parking schemes can cause parking problems to be moved to neighbouring streets not included in the scheme. Making changes to the policy to make streets with more off-street parking eligible for a scheme would increase this risk. How could this risk be managed?

It makes sense to make sure that priority is given to residents living on streets where most of the properties do not have off-street parking nearby. They are more likely to struggle to park near to their home in the face of competition for parking from non-residents. The off-street car parking criteria does also provide a useful way to sift out requests which are based mostly on residents not wanting other people to park on 'their' street.

We are not proposing that the off-street parking criteria should be removed. What we are proposing is that there should be an exceptions policy, with certain safeguards built in, for areas where at least half of the properties have off-street parking within their property boundary but meet the kerbside occupancy rates²³ for non-residents, if:

²³ For a daytime problem:

- more than 40% of kerbside space is occupied by non-residents for over six hours in the survey period AND
- more than 80% of kerbside space is occupied by any

- (d) There is on-going parking by non-residents in areas close to major employment sites working beyond the normal working day/week, leading to competition for on-street parking space between residents and non-residents;
- (e) There are people with mobility difficulties living in the area, in particular those needing access to care/emergency services, also taking into account how easy or otherwise it is for them to walk around the area when deciding on comfortable walking distances for such people;
- (f) Parking problems would result as a consequence of the impact of new development in a residential area.

With this approach the Council would be able to fully determine the nature and seriousness of the parking problems occurring in these areas and establish if a residents' parking scheme would or would not be the best option.

3 Having safeguards in place

We are aware that not having sufficient safeguards in place could all too easily result in an unplanned and rapid growth in residents' parking schemes.

If there are not sufficient safeguards in place it will also mean that residents' parking schemes are implemented in areas where people are most vociferous.

We note that the less restrictive criteria that Harrogate Borough Council had in place in its residents' parking scheme policy did mean that schemes were implemented that would not have been under the County Council's policy.

At the same time the Harrogate example also highlights the need for exceptions to be made when deciding whether an area, where at least half of the properties have off-street parking, should or should not have a residents' parking scheme. This is because there would have been persistent parking issues on the streets nearest to Harrogate District Hospital in the absence of residents' parking schemes. The hospital's visitor and staff car park cannot accommodate all the demand and some of the surrounding residential streets have higher than average levels of car ownership for the county. We saw some parking issues on streets next to the residents' parking schemes but it is difficult to see what practical alternative there could have been. The County Council's policy would not have allowed for residents' parking schemes to have been introduced there due to the off-street parking criteria.

- Retaining the kerbside occupancy rates:

The kerbside occupancy rates for non-residents provide a useful existing safeguard in the policy. They help to make sure that the Council does not include areas where the parking problems are linked to over-demand from residents for on-street spaces because they are not fully utilising their own off-street parking space, or where residents do not want non-residents to park on 'their' street.

vehicles during the same six hours; and
 For a night time problem:

- more than 40% of kerbside space is occupied by non-residents for over four hours during the survey period AND more than 80% of kerbside space is occupied by any vehicles during the same four hours.

When assessing the levels of competition between residents and non-residents for kerbside parking space, account would also need to be taken of the number of houses there are in an area and how close they are to each other. Indeed the number of properties within the proposed area of a residents' parking scheme is currently taken into account in the existing policy, when assessing the level of demand for kerbside space.²⁴

- Taking into account the level of car ownership:

Car ownership levels for the area where the scheme is being proposed would, in most cases, need to be taken into account. Indeed data on car ownership levels is taken into account in the existing policy when assessing the level of demand for kerbside space in the proposed area of a residents' parking scheme.²⁵

Car ownership levels provide:

- another safeguard against introducing schemes in areas where residents' simply do not want other people to park on 'their' street; and
- in combination with the kerbside occupancy criteria for non-residents, an indication as to whether residents are struggling to park all of their vehicles within a comfortable walking distance to their home.

The Council may wish to establish if the area proposed for a residents' parking scheme had higher or lower levels of car ownership than elsewhere in the town or village in which it was situated, or in comparison to the district or county-wide average. The task group's visit to the sheltered housing development on Beech Grove in Sherburn-in-Elmet did however illustrate that there would need to be exceptions to this.

- Considering other parking restrictions as an alternative:

As is currently the case, another safeguard would be for other parking restrictions to be considered in any area being proposed for a residents' parking scheme.

Other parking restrictions would be more suitable in areas where the parking issues mostly cover highway safety hazards such as parking on or near to junctions.

- Ensuring that significant levels of parking displacement would not occur if a residents' parking scheme was introduced:

In each area falling into one of the 'exceptions' listed above the Council would need to consider whether putting in a residents' parking scheme would move parking problems to nearby streets and how much of a parking problem this would be. West Sussex County Council for example, which does not set a threshold for off-street parking, is changing the way it considers potential parking schemes. It has stated that in future it will not be introducing parking schemes in isolation but instead will conduct a 'road space audit' in an area to work out the likely impact and decide if other measures would also be required. This is part of a broader approach to allow

²⁴ North Yorkshire County Council Residents' Parking Scheme Policy, March 2012, paragraph 3.4.2.

²⁵ North Yorkshire County Council Residents' Parking Scheme Policy, March 2012, paragraph 3.4.2.

the Council to make better use of the overall road space, rather than just move vehicles from one place to another.

We strongly believe that if the parking problem is linked to a major employment site operating for long hours, the employer/s should show that they have done as much as possible to limit the impact of on-street parking by their staff before a residents' parking scheme is granted. For example do they have a credible Green Travel Plan in place that is regularly reviewed to see how well it is working and whether there is more to be done? This is particularly important when an employer plans to take on significant numbers of new staff or plans to introduce car parking restrictions for staff. The impact that other employers in the area are making to the parking problems should also be considered. Could they do more to extend on-site parking? For example the schools near to Scarborough General Hospital and Harrogate District Hospital also contribute to the on-street parking problems on the nearby residential streets.

Residents' parking schemes will inevitably cause some parking problems to move to nearby streets, as with any parking restriction. However in some cases it will be worse than others. In Skipton, the proposal for the residents' parking scheme on the Regent Estate is for it to cover a number of streets so that parking would be spread more thinly over a wider area. It is likely that other transport options would then become more attractive to non-residents currently parking there. However, each area is different as it depends on how close the area is to other services and transport options, and so needs to be assessed on that basis.

The benefit of a residents' parking scheme is that by putting time restrictions on non-residents parking, there will be a turnover in traffic which best meets the needs of the area. For example, the residents' parking schemes surrounding Harrogate District Hospital allow non-residents to park for up to five minutes nearest to the hospital and up to three hours on the streets furthest away. Also the length of the maximum stay on some streets has been increased since the schemes were originally set up, helping to reduce parking problems being moved to nearby streets.

- Retaining the requirement for third party funding:

The County Council's policy makes clear that the assessment and introduction of residents' parking schemes must be funded or carried out by a third party. We support this. The Council needs to give priority to funding and resourcing essential services. It does not have a statutory duty to provide residents' parking schemes and so should not be expected to pay for the setting up of such schemes.

- Meeting the criteria set out in the initial approval stage of the process:

There is a range of criteria in this stage²⁶ that has to be satisfied first, including the need for a self-appointed champion to be responsible for finding out the level of support for a residents' parking scheme. We support this; the criteria help to sift out those schemes which are unlikely to progress further.

²⁶ North Yorkshire County Council Residents' Parking Scheme Policy, March 2012, section 3.2.

- Allowing non-residents to park for some of the time:

As with many other parts of the country, in North Yorkshire streets with residents' parking schemes allow for non-residents to park there, if only for restricted periods. It is right that this is the case. This is because it helps to make sure that local businesses are not as adversely impacted as they would otherwise have been if non-residents were excluded from parking there.

- Keeping in place criteria that apply county-wide:

By retaining county-wide criteria, as we suggest, it would continue to ensure fairness, including equal sharing of resources across the county.

4 The need to avoid undermining the economic vitality of town centres

Non-residents should not have to be faced with parking restrictions wherever they try to park in a town or village. However in some instances this could occur if residents' parking schemes are introduced on streets that currently do not qualify for residents' parking schemes under the existing off-street parking criteria.

As the Department for Transport notes, enforcement authorities should design their parking policies to manage the competing demands of a range of road users. This includes taking into account visitors especially where there are many tourist attractions and hotels.²⁷

Our visit to Helmsley - an example of a small market town with lots of small businesses relying on the tourist trade – highlighted that in some tourist hotspots it would not be suitable to introduce residents' parking schemes on streets where at least half of properties have access to off-street parking. This is because:

- there is not a large network of streets to help parking displacement to be widely spread. As a result residents would ask for parking schemes to be extended to other streets, which would in turn make parking problems worse;
- the car parks in the town can only cope with a limited number of cars and so it is inevitable that tourists will park on the neighbouring streets; and
- the time limited parking restrictions that residents' parking schemes introduce for non-residents may not be long enough to cater for the needs of some tourists. As a result it might discourage them from stopping there.

5 Sustainability

The aim should be for the on-going costs to the County Council of maintaining and enforcing residents' parking schemes to be as low as possible. This is because residents are being granted special parking privileges, so in return they should expect to help pay the costs of running that scheme.

It is right that we make a charge for residents' parking permits because:

- permit parking areas receive more regular enforcement visits and take longer to enforce;

²⁷ [Traffic Management Act 2004: Operational Guidance to Local Authorities: Parking Policy and Enforcement](#), Department for Transport, March 2015, paragraph 3.4, page 13.

- permit parking areas require more maintenance of signs and road markings; and
- there are additional costs relating to the administration and issuing of permits.

Increasing the number of residents' parking schemes would increase the on-going costs to the County Council. However a solution could be to increase the cost of residents' parking permits throughout the county. Currently the cost is £15 a year for a resident's parking permit issued by the County Council. This charge is low when compared to most of the other local authorities that we surveyed, including those in rural areas (**Appendix 2**). As far back as 2003 the County Council consulted on having a countywide £15 flat rate for residents' parking scheme permits.²⁸ If the cost of a permit had risen since then in line with the CPI rate of inflation it would now cost £21.18.²⁹

We know that allowing residents' parking schemes to be introduced in areas where at least half of properties have access to off-street parking, could mean that fewer residents with off-street parking would be prepared to pay for a parking permit. This would then not justify the expense to the County Council of putting in place and administering such a scheme in that area. However the County Council would not be alone in introducing residents' parking schemes in areas where the majority of properties have access to off-street parking. Also as discussed earlier, a number of factors could be taken into account to decide the seriousness of a parking problem: the more serious the problem, the more likely residents are to pay for parking permits so that they can park their vehicles reasonably close to their home.

As with all traffic regulation orders, residents parking schemes should not necessarily be seen as permanent within a given area. This is especially the case if the reasons for introducing the scheme no longer apply there or unintended consequences have arisen as a result³⁰. Indeed for these very reasons, in addition to TRO reviews planned by the local authority, people affected by traffic regulation orders can seek to raise petitions about the parking restrictions in place for a specified location.³¹

6 Communications

Residents' parking schemes in the county basically give residents priority as they only restrict the length of time that a non-resident can park there. It appears that some residents in the county believe that a residents' parking scheme will mean that only they and visitors to their property will be able to park on the street if it has a residents' parking scheme. We recommend, therefore, that the wording in the Council's policy document³² and on the website is made clearer in describing what a

²⁸ Residents Parking Scheme: Review of Policy, Report to [North Yorkshire County Council Executive](#), 16 September 2003.

²⁹ The CPI rate of inflation, which measures price changes across a wide range of goods and services, has risen by an average of 3.1% a year between 2003 and 2014. *Source:* [Inflation Calculator](#), Bank of England.

³⁰ We note that a residents' parking scheme in Harrogate was withdrawn recently due to parking displacement from the scheme causing road safety problems on an adjacent street.

³¹ [Right to challenge parking policies - Traffic Management Act 2004: Network Management Duty Guidance](#), Department for Communities and Local Government, March 2015.

³² North Yorkshire County Council Residents' Parking Scheme Policy, March 2012, paragraph 1.5

residents' parking scheme would mean. The policy should also perhaps be renamed 'Residents' Priority Parking Schemes Policy' or 'Controlled Parking Schemes Policy'.

As discussed earlier, there is also a need to highlight that such schemes will reduce the available parking space on the street and will not allow any vehicle to be parked across a driveway, regardless of to whom it belongs.

Residents are understandably confused about who they should contact in the event of cars causing an obstruction. The enforcement responsibilities of the County Council and North Yorkshire Police, and what counts as a parking obstruction could be made clearer on the websites of both organisations. This may also help manage residents' expectations. This is because from our visits it was apparent that residents are not always aware that the offence of an obstruction only occurs when a parked vehicle actually prevents access and only at the time that someone else needs to use that access.

The Residents' Parking Scheme Policy sets out a five stage process. It is not until Stage 2 of the process ('Confirmation of scheme need') that it is made clear areas where half or more of properties have access to off-street parking will not be eligible for a residents' parking scheme.³³ Residents, in particular the Scheme's Champion, will already have put a lot of work into stage 1 ('Initial approval') only then to be told that their area is not eligible. Understandably this has caused residents to be exasperated as we found when speaking to the residents' representatives for the proposed scheme on the Regent Estate in Skipton.

It makes sense that households who wish to buy residents' parking permits are charged per vehicle and not per household. It would not be fair if households with several cars could take up more space on the street than households with fewer cars and still pay the same cost. However, the wording in the policy needs to clearly state that the permit charges apply to each vehicle. In the absence of this information some of the residents we spoke to were under the impression that each household would pay the same charge regardless of the number of vehicles that they owned.

More generally, there should be more information included on the County Council's website about residents' parking schemes. It should also be made easier to find the policy document on the website. A dedicated webpage could be provided with a list of frequently asked questions.

³³ North Yorkshire County Council Residents' Parking Scheme Policy, March 2012, paragraph 3.3.4.

Conclusions

Our findings have established that there is a case for introducing limited flexibility into the policy with regards to implementing residents' parking schemes in some but not all areas where at least half of the properties have access to off-street parking.

Some streets, where at least half of the properties have access to off-street parking, can experience higher levels of on-street parking by non-residents than streets with less off-street parking. This is not an issue in itself but certain situations could mean that residents living in these areas may struggle to park some or all of their vehicles within a comfortable walking distance of their home. This also affects visitors to these properties, which could be carers and/or the emergency services.

When designing its parking policies, the County Council has of course got to balance a range of competing interests for on-street parking space of many different road users, including taking into account the needs of businesses. Non-residents should also not have to be faced with parking restrictions wherever they try to park in a town or village. We also have to be mindful of any additional cost implications that would arise for the County Council if the criteria in its Residents' Parking Scheme Policy were changed. However by taking a blanket approach to declining requests for residents' parking schemes where at least half of the properties have access to off-street parking, the Council is not able to consider all options to alleviate parking problems in those areas.

Existing and new safeguards can be put in place to ensure that residents' parking schemes do not spread in an unplanned way, and continue to be based upon the actual parking needs of an area rather than a desire for exclusivity by those living there.

Recommendations

We recommend that:

- 1) The off-street parking criteria³⁴ should continue to apply but there should be an exceptions policy, with certain safeguards built in, for areas where at least half of the properties have off-street parking within their property boundary but meet the kerbside occupancy rates³⁵ for non-residents, if:
 - (a) There is on-going parking by non-residents in areas close to major employment sites working beyond the normal working day/week, leading to competition for on-street parking space between residents and non-residents;
 - (b) There are people with mobility difficulties living in the area, in particular those needing access to care/emergency services, also taking into account how easy or otherwise it is for them to walk around the area when deciding on comfortable walking distances for such people;
 - (c) Parking problems would result as a consequence of the impact of new development in a residential area.
- 2) The 'considerate parking initiative' be rolled out across North Yorkshire, subject to the successful outcome of the Scarborough Borough Council pilot.
- 3) Communications around eligibility and application of residents' parking schemes should be improved to:
 - o Explain more clearly what a residents' parking scheme entails;
 - o Provide details of what constitutes a parking obstruction, and the County Council's and the Police's responsibilities with regards to enforcement.

³⁴ less than 50% of the properties have either:

- existing parking within the property boundary, or the potential for owners/occupiers to provide their own parking within the property boundary, or available off-street parking within 400m.

³⁵ For a daytime problem:

- more than 40% of kerbside space is occupied by non-residents for over six hours in the survey period AND more than 80% of kerbside space is occupied by any vehicles during the same six hours; and

For a night time problem:

- more than 40% of kerbside space is occupied by non-residents for over four hours during the survey period AND more than 80% of kerbside space is occupied by any vehicles during the same four hours.

Further Information: Visits

1. Parking issues on the 'Regent Estate', Skipton

Meeting with Skipton Building Society:

The task group with officers from the County Council's Highways team met with senior representatives from Skipton Building Society on Monday 1 June 2015 at its headquarters known as 'The Bailey'. The Bailey is located in Skipton next to the Regent Estate. Representatives from North Yorkshire Police also attended to hear about the parking problems on the estate.

Skipton Building Society is now the UK's fourth largest building society and continues to expand the number of staff employed at its headquarters.

The Bailey was built in 1990 and was extended in 1998, with some additional parking provided by building a split level car park at the back of the new extension.

Approximately 1300 employees work at the site, with about 900 requiring a car parking space. The Bailey has provision for just over 500 car parking spaces.

300 staff work in shifts, staggered throughout the working day. Between 70 to 100 staff arrive for each shift. The last shift ends at 8pm on Mondays to Thursdays, at 5.30pm on Fridays and at 12 noon on Saturdays. The other 1000 staff employed at the site work from 9am to 5pm.

Additional staff car parking spaces have been leased on the Skipton Castle Car Park. The Castle Car Park is open between 8am to 6pm.

Skipton Building Society has issued 800 parking permits to staff to park at the Bailey so it means that the car park is oversubscribed. The parking situation is not on a first-come-first-served basis but instead takes into account the shift patterns. The rules are relaxed during the summer holidays.

100 permits have been granted for car sharing and 37 spaces are provided for car sharers.

The Parking Permit provides staff with parking on the Bailey site on four days of the week. Staff are encouraged to make other travel arrangements on the fifth day, ideally by using public transport. There is currently a waiting list of over 100 staff to park on the Bailey site.

Skipton Building Society has stated that the Bailey site is now at fully capacity and additional car parking within the confines of the existing car park area would pose a problem for emergency vehicles accessing the site.

The Society has offered a number of incentives to staff to use other forms of transport. This includes discounted rail travel and cycle purchase schemes and car sharing. Only a few staff have taken up the cycle to work deal.

Our discussion was based around the following key issues:

- 1) The current car parking situation at the Bailey.
- 2) Skipton Building Society's Green Travel Plan and incentives for different travel to work modes.
- 3) Measures that Skipton Building Society has undertaken to maximise car parking space on the Bailey site and to buy spaces in nearby car parks.
- 4) Measures taken to discourage staff from parking inconsiderately on the neighbouring streets.
- 5) Shift patterns and flexi-time arrangements.

Skipton Building Society acknowledges the impact of its staff parking on the surrounding streets. It asks staff not to park on the estate and asks staff to move their vehicles if they are causing an obstruction of the pavement or have parked over dropped kerbs.

Skipton Building Society continues to engage with the Residents' Liaison Group (chaired by the Residents' Parking Scheme Champion) and supports the findings of the residents' survey to set up a Residents' Parking Scheme. Accordingly the Society has proposed to fund setting up such a scheme up to a limit of £20,000.

Skipton Building Society states that it is doing all that is "reasonably possible" to reduce the impact on residents living in the surrounding streets. However with planning restrictions and the 'geology' of the site, increasing on-site parking is not feasible. It also believes that the issue of parking problems in the area is a wider issue for Skipton town as a whole.

In our discussion with Skipton Building Society we concluded that it is doing a lot to put in place initiatives aimed at reducing the local parking problems. Potentially it could do more by, for example, introducing a formal flexi-time system which would reduce the level of demand at peak entry and exit times to the car park. This might encourage staff currently parking on the nearby streets in order to avoid queuing to get out of the car park at 5pm, to park on site. It could also consider providing more dedicated spaces for car sharers and give the opportunity for more staff to work from home. However such measures would not significantly reduce the number of staff parking on the adjacent streets as the available car parking on the site is only able to accommodate 40% of the total staff working there.

Meeting with residents' representatives/site visit to the 'Regent estate', Skipton:

The task group with officers from the County Council's Highways team met with residents' representatives, including the Residents' Parking Scheme Champion for the estate, on Monday 1 June 2015. Representatives from North Yorkshire Police were also present to hear about the parking problems on the estate and the grievances of residents'.

Local residents complain that Skipton Building Society is in effect using neighbouring streets as an overflow car park for The Bailey. They also state that parking congestion is caused by other non-residents parking their cars on the estate in order

to avoid having to pay to park in the public car parks in the town centre during the weekday and at weekends.

We held a formal meeting and also carried out a walking tour of the estate covering the streets within the proposed area of the residents' parking scheme.

Residents reported that there were less cars than normal parked on the estate due to it being a teacher training day. There were a number of cars parked on Regent Road. Skipton Building Society's car park was full by midday.

Few cars parked on the streets were displaying a Skipton Building Society parking permit. However this could have been due to staff removing their parking permit sticker from their vehicle. Also staff who have recently started work at the Bailey have not been provided with a permit because there is a waiting list for on-site parking.

The Residents' Parking Scheme Champion circulated photographs of parked cars on Regent Road occurring on a typical working day and photographs of vehicles causing an obstruction on the corner of Greenacres/Regent Road. One photograph also showed damage to a resident's vehicle caused by the owner trying to reverse out of their drive whilst a non-resident's vehicle was partially parked over the dropped kerb.

The issues reported by residents focused on traffic congestion and parking obstructions, and we saw evidence of the latter with cars parked over dropped kerbs.

Yellow lines and/or white 'H-bar' markings have been offered as an alternative solution to a residents' parking scheme. However the residents that we heard from do not see these as the solution mainly due to the fact that it would make it more difficult for households that owned several cars to park on the street near to their property. They are also sceptical that non-residents would refrain from causing parking obstructions.

It was not possible to establish from our visit if residents are struggling to park all of their vehicles within a comfortable walking distance to their homes. A county council survey cannot currently be carried out due to the existing off-street parking criteria. From our walking tour it was apparent though that the majority of kerbside space on at least some of the streets on the estate was being occupied by non-residents. Also due to the shift system in place at the Bailey some staff park up to 8pm in the evening on Mondays to Thursdays and up to 12 noon on Saturdays.

Other observations that arose out of the discussion were that some residents had thought that a residents' parking scheme would exclude non-residents from parking in the area. There was also confusion about what the permit cost applied to – per vehicle or per household. Residents had also not been aware, during the initial approval stage of the residents' parking scheme, of the off-street parking criteria in the current policy.

2. Parking issues surrounding Scarborough General Hospital

The task group with officers from the County Council's Highways team carried out a site visit on Monday 20 July 2015. We met with the Head of Security and Car Parking at Scarborough General Hospital. We also conducted a walking tour of the surrounding streets.

Car parking has been a longstanding issue at the hospital in terms of car parking charges and availability of parking spaces.

An additional 262 space car park was completed in 2014 for patient and visitor use. The York Teaching Hospital Foundation Trust leases the land from North Yorkshire County Council to provide the extra spaces. The car park operates on a barrier/pay on exit system.

Other car parking spaces remain available near the North Entrance (pay and display).

Car park management is in operation and enforcement notices are given to cars parked improperly, for example on the pavement or not in a designated bay, or without payment.

Parking issues on the surrounding streets seem to be chiefly caused by hospital staff rather than by visitors to the hospital. The two schools in the area and crematorium also contribute towards the roadside space being taken up on nearby streets by non-residents, albeit for shorter periods.

In 2014 the NHS Trust doubled the daily parking fee for staff from 50p to £1. Some local residents claim they now find it difficult to park outside their own homes and there have been instances of parking across dropped kerbs and other parking obstruction issues.

The Trust states that the rise in parking fees is part of a "phased increase" to bring Scarborough Hospital in line with the charge levied at the staff car park at its York Hospital, which is currently £2 per day.

Our discussion was based around the following key issues:

- 1) The extent to which Scarborough General Hospital has successfully implemented the actions in its Travel Plan in relation to the various targets.
- 2) The other parking restrictions that could be introduced other than a residents' parking scheme on the streets surrounding the hospital.
- 3) The scale and nature of the parking problems on the surrounding streets and the extent to which they are caused by visitors and staff to the hospital.
- 4) The level of demand amongst residents' for a residents' parking scheme.

A walking tour was made of Old Scalby Road, Stepney Drive, Gillylees and Hovingham Drive. The extent of on-street parking was more limited than normal due to the visit being held during a school holiday. There was some on-street

parking on or close to junctions. On Old Scalby Road there was parking on both sides of the street causing single file access.

A number of the vehicles parked on the streets displayed NHS permits and other vehicles not displaying NHS permits could have been owned by hospital staff.

The task group spoke to residents who lived on Gillylees. The residents were asking for parking restrictions to be put in place to stop all-day parking by non-residents and in places yellow lines to be laid.

The task group was also provided with correspondence written by local residents and the local Member of Parliament regarding the parking issues in the local area.

3. Parking issues on Beech Grove and Beech Close, Sherburn-in-Elmet

The task group with an officer from the County Council's Highways team carried out a site visit to Beech Grove and Beech Close in Sherburn-in-Elmet on Friday 24 July 2015. We did a walking tour of the two streets with a local parish councillor and we spoke to some residents'.

There are 30 bungalows on Beech Grove, all of which are owned by Selby District housing and allocated for people who are aged over 60 years or are disabled based upon need. Only one has a driveway. There are 22 houses in Beech Close that are privately owned and all have driveways.

Beech Grove in particular is used for parking by those who work in Sherburn centre. The road is narrow and leads into a small cul-de-sac (Beech Close).

The area meets the off-street parking criteria in the policy but has not yet sourced third party funding to implement a residents' parking scheme.

Parking problems have been compounded in the last year due to the Co-op store opposite introducing two hour parking restrictions in its car park. This has meant that people wanting to park all day now park on Beech Grove, taking up nearly all of the kerbside space. Some visitors to the local medical centre also park on Beech Grove rather than parking in the medical centre's car park. Visitors to residents' properties on Beech Grove, including carers and ambulances, have not been able to park nearby. Issues also include parking obstructions (parking over dropped kerbs and parking on the pavement), preventing residents, particularly wheelchair users, from crossing the public highway in a safe manner.

We noted that possible sources of third party funding for the residents' parking scheme there could include Selby District Council, the Parish Council, the Co-op store and the NHS Vale of York Clinical Commissioning Group.

Yellow lining will be put on the junction, and a TRO has been made recently for this. It is not appropriate for the yellow lining to be extended further up the road as it would just push up the traffic further up.

Our discussion was based around the following key issues:

- 1) The feedback from residents about access problems being experienced by visitors to the sheltered housing, in particular carers and emergency vehicles not being able to park near to the properties that they need to access.
- 2) The acceptable walking distance criteria.

Prior to our visit a residents' questionnaire had been produced seeking residents' answers to the following:

- Do residents want a parking scheme and what do they want it to achieve?
- The number of residents currently parking vehicles on Beech Grove and who else parks there and for how long.
- The number of residents relying on carers and experience issues as a result of non-resident on street parking.
- The action that needs to be done to physically address the issues arising from parking in Beech Grove.
- Would there be a parking displacement issue if parking restrictions were applied to Beech Grove and how would the potential impact on Beech Close be addressed?

4. Parking issues surrounding Harrogate District Hospital

The task group with an officer from the County Council's Highways team did a walking tour of the streets surrounding Harrogate District Hospital on Friday 24 July 2015.

Residents' parking schemes were introduced from the mid-1990s in Harrogate. This was partly in response to parking displacement resulting from the introduction of Pay and Display parking in the town centre car parks.

Five residents' parking schemes were introduced around the hospital from 1994 to 2003, with expansions made up to 2008. The schemes were implemented under Harrogate Borough Council's Residents' Parking Scheme policy, which is no longer in place following the termination of the Highways Agency Agreement with Harrogate Borough Council in 2010. The County Council's policy now applies.

The less restrictive criteria that Harrogate Borough Council had in place did mean that schemes were implemented that would not have been under North Yorkshire County Council's policy.

In 1997 Harrogate Borough Council applied the following criteria "to ensure consistency" in dealing with residents' parking requests:

- 4.1.1 Controls should not be introduced which would simply transfer the parking problems to adjacent streets.
- 4.1.2 Controls should not be considered unless 75% or more of the available parking spaces in the street under consideration are regularly occupied.
- 4.1.3 The occupancy level referred to in 4.1.2 should take account of the under usage of any off street parking facilities which exist within residential properties.

- 4.1.4 Controls should be favoured by a majority of the residents/traders that would be affected.
- 4.1.5 In streets where customers of adjacent retail properties have traditionally parked the type of controls should acknowledge the need to cater for this demand.

Extract from: Report to the Public Works Committee on Residential Policy Controls in Suburban Streets, Harrogate Borough Council, 9 June 1997.

The net effect of introducing residents' parking schemes in Harrogate has been to cause some parking displacement problems on the streets adjacent to those with a residents' parking scheme. Some of the schemes have had to be extended as a result. It has also led to neighbouring streets not currently in the residents' parking scheme seeking a residents' parking scheme. This includes some streets close to the residents' parking schemes in place around Harrogate District Hospital.

Harrogate and District NHS Trust operates a pay-on-foot parking scheme at the hospital. Charges apply 8am to 10pm. Disabled Badge holders' park free of charge and there are other categories of patients and visitors who qualify for free or concessionary car parking.

The Trust states that it is actively working on initiatives to encourage patients, staff and visitors to consider alternatives to car travel through its Active Travel Plan.

We did witness high levels of roadside space being taken up on some of the streets bordering the residents' parking schemes.

Households on some of the streets own several vehicles. Consequently there does not seem to have been a low take-up of parking permits on the streets with off-street parking.

Our discussion was based around the following key issues:

- 1) The support that Harrogate District Hospital provided towards the setting up costs of the earliest residents' parking schemes in the area.
- 2) The extent of on-going parking displacement problems.

5 Ripon – Kangel Close

The task group with an officer from the County Council's Highways team visited Kangel Close in Ripon. This was in response from a request from Ripon City Council to look into the issues there by a resident. The resident had requested either double yellow lines or a residents-only parking restriction.

Kangel Close is a narrow and short cul-de-sac comprising a small number of detached houses.

The parking issue was largely confined to one property and related to cars belonging to non-residents parked on the opposite side of the road from the driveway access. The County Council's Highways section has written to the resident to confirm that the

street would be a very low priority for yellow lining due to the on-street parking not causing a highway safety hazard.

A resident that we spoke to confirmed that some of the kerbside space is also taken up by visitors to Ripon Racecourse. Events held at the racecourse are not on a daily basis however.

The visit highlighted to us again that some residents understand residents' parking schemes to mean that only they and visitors to their property will be able to park on the street if it has a residents' parking scheme. The wording in the County Residents' Parking Policy needs to be made clearer in describing what a residents' parking scheme would mean.

6 Parking issues in Helmsley

On 19 August 2015 the task group with an officer from the County Council's Highways team did a walking tour of the streets in Helmsley that had requested a residents' parking scheme in recent years. These are Carlton Lane, Church Street and Pottergate. All three streets do not meet the current off-street parking threshold.

Car parking charges are in place in the public car parks in Helmsley. The short stay car park on the market place car park has a maximum stay of two hours. The long stay car park (Cleveland Way) provides parking for 24 hours.

Ryedale District Council provides long stay permits allowing residents and non-residents to park in the Cleveland Way car park at a cost of £200 a year. It also provides a short stay permit (maximum of two hours parking) at a cost of £50 a year for residents' and £120 a year for non-residents.

Helmsley has a busy town centre and is very popular with visitors so it means that the kerbside space is often taken up by vehicles belonging to non-residents. This is particularly the case on Fridays when the short stay car park on the market place is taken over by the market. A primary school is located on Carlton Lane, which adds to the on-street parking by non-residents. However single yellow line parking restrictions are in place with time restrictions in operation at the start and the end of the school day.

There are a high number of businesses in Helmsley relying on the tourist trade throughout the year.

Appendices

- Appendix 1: North Yorkshire County Council's Residents' Parking Scheme Policy (March 2012)
- Appendix 2: The policy approach taken by other local authorities
- Appendix 3: 2001 and 2011 Census data on car ownership levels: North Yorkshire and districts
- Appendix 4: Scarborough Borough Council's 'considerate parking initiative'

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North

Yorkshire County Council

Business and Environmental Services

RESIDENTS' PARKING SCHEME POLICY

March 2012

1.0 INTRODUCTION

- 1.1 This policy sets out how a request for a residents' parking scheme will be dealt with.
- 1.2 Issues occur where a significant proportion of residents and their visitors have difficulty in finding parking on the public highway close to their property and a reasonable alternative is not available. In areas of high demand and limited parking capacity vehicles can be displaced to nearby residential areas. This can prevent residents from being able to park near to their home and can also make access difficult. Examples of locations that can result in displacement to residential areas include:
- Town centres
 - Retail / leisure / tourist locations where there can be significant peaks at times during the year
 - Large employers
 - Railway stations
- 1.3 Residents' parking schemes can be an option, where on-street parking is permitted, to assist people living in areas where such issues occur. The purpose of a residents' parking scheme is to give residents priority and manage non-residents parking in the zone. The introduction of a scheme does not mean that residents have their own parking spaces nor does it guarantee every householder a parking space within the zone at all times.
- 1.4 Residents' parking schemes have a number of advantages and some disadvantages. The benefits can be improved access to properties for residents, reduced localised congestion in residential areas and reduced traffic conflict leading to improved accessibility. However, the disadvantages are that a scheme in one area might create or worsen parking problems in adjacent areas, there can be insufficient space for all residents' vehicles and parking for their visitors is restricted. There is also a charge for a residents' parking permit.
- 1.5 It should be noted that schemes are not solely for residents and provision needs to be made for visitors and in some instances other users, for example business. Given that residents' parking schemes impose constraints on both residents and non-residents the implications of introducing them must be considered very carefully.

2.0 SCHEME REQUEST

- 2.1 All requests will be dealt with using the process outlined below and will only be progressed on satisfactory completion of each stage.
- Stage one – Initial approval
 - Stage two – Confirmation of scheme need
 - Stage three – Initial scheme design
 - Stage four – Consultation with owners/occupiers
 - Stage five – Detailed design

- 2.2 Petitions in relation to residents' parking schemes will be dealt with in accordance with the County Council Petitions Scheme. Any petition with support from at least 1% of the total district population would be subject to debate at the next suitable local Area Committee meeting. Petitions that do not meet this threshold will be dealt with under this policy.
- 2.3 If at any stage the appropriate criteria are not satisfied, then the request for a residents' parking scheme will not be progressed.
- 2.4 Members of the public should be aware that the process for introduction of a residents' parking scheme is complex and time consuming. It is not exceptional for the process to take around 12 -18 months to complete for even a simple scheme.

3.0 ASSESSMENT

- 3.1 The following stages must be satisfied for a residents' parking scheme to be introduced.
- 3.2 Stage One – Initial approval
- 3.2.1 For a proposed residents' parking scheme to be considered, a self-appointed champion needs to come forward. This champion could be a resident, the local County Councillor or a member of the district, parish or town council.
- 3.2.2 The champion will be responsible for identifying the level of support by obtaining signatures from residents in the proposed zone. The champion is advised to contact the County Council at the earliest possible opportunity for guidance before approaching residents.
- 3.2.3 The local Highways Area Office will assess all initial requests against the criteria below. All of the criteria must be satisfied before progression to stage two.
- The champion has been able to obtain signatures of support from the owner/occupier of over 50% of the properties within the proposed zone
 - The local Highways Area Office do not believe that the issue can be addressed at source, for example by working with a large employer or railway station operator
 - The request is supported by all local County Councillors and the Area Committee Chairman
 - An appropriate funding source has been identified by the local Highways Area Office for the assessment and implementation
 - Civil Parking Enforcement is operational within the district
 - The local Highways Area Office has reasonable evidence to suggest that owners/occupiers of the properties in the area and their visitors have significant difficulty finding reasonably convenient parking
 - The District Council, local Parish / Town Councils, emergency services and National Park Authority, where appropriate, have been made aware of the request and do not have a reasonable objection

3.2.4 There are two key reasons why the County Council requires these criteria to be satisfied at stage one of the process. Firstly, there is a need to avoid unnecessarily expending resources on further stages of the process. Secondly it is not desirable to falsely raise public expectations by pursuing requests that do not satisfy these criteria.

3.2.5 Some residents' parking schemes are pursued as a consequence of the impact of a new development, for example a supermarket. These schemes are delivered through agreement between the County Council and a private developer. Such agreements seek to minimise the financial impact on residents by securing financial contributions from the developer to fund the scheme and operating costs over a reasonable period of time. In these circumstances the criteria will still need to be satisfied, but it is not considered necessary for a self-appointed champion to come forward.

3.2.6 The local Highways Area Office will provide feedback to the champion, local County Councillors and the Area Committee Chairman on whether the proposal satisfies the stage 1 criteria.

3.3 Stage Two – Confirmation of scheme need

3.3.1 The local Highways Area Office will carry out an appropriate survey(s) within the area to establish whether there is a need for a residents' parking scheme in accordance with the criteria outlined below.

3.3.2 The survey (s) should be undertaken on a day and at a time to reflect the perceived problem. Typically for a perceived daytime issue survey (s) should be undertaken intermittently between the hours of 08:00 – 18.00 and for a perceived night time problem survey (s) should be undertaken intermittently between the hours of 18.00 – 08:00.

3.3.3 It is recognised that there are areas within the County which experience significant peaks in demand for parking at certain times of the year as a result of visitors. The survey (s) should therefore be undertaken at a time of the year to reflect when issues are felt to be most prevalent.

3.3.4 In order to substantiate a need, the survey(s) should confirm that owners/occupiers of the properties in the proposed zone and their visitors have significant difficulty finding reasonably convenient parking space for significant periods of the day or night by:

- Demonstrating that less than 50% of the properties have either:
 - existing parking within the property boundary, or the potential for owners/occupiers to provide their own parking within the property boundary, or
 - available off-street parking within 400m¹

¹ Guidelines for providing for journeys on foot, the Institution of Highways & Transportation, 2000 (suggested desirable walking distance).

AND

- Demonstrating that:
 - For a daytime problem
 - more than 40% of kerbside space is occupied by non-residents for over six hours in the survey period AND more than 80% of kerbside space is occupied by any vehicles during the same six hours; and
 - For a night time problem
 - more than 40% of kerbside space is occupied by non-residents for over four hours during the survey period AND more than 80% of kerbside space is occupied by any vehicles during the same four hours; and

3.3.5 The local Highways Area Office will provide feedback to the champion, local County Councillors and the Area Committee Chairman on whether the surveys substantiate a need for a residents' parking scheme.

3.4 Stage Three – Initial scheme design

- 3.4.1 Once a need has been established following the results of the survey (s) the local Highways Area Office will consider options for moving forward the request. The Chartered Institution of Highways & Transportation publications *Transport in the Urban Environment (1997)* and *Parking Strategies and Management (2005)* provide guidance on the development of residents' parking schemes. It should be noted that the introduction of restrictions may reduce parking capacity in the zone.
- 3.4.2 The extent of the residents' parking zone needs to be confirmed. The zone should, where possible, follow natural boundaries and be planned to have a reasonable provision of space compared to demand². Demand will be projected taking into account the number of properties and data on car ownership³. It may be necessary to extend the size of the zone beyond one street to ensure a reasonable provision of space compared to demand.
- 3.4.3 It is important that the potential for displacement parking to adjacent streets is considered at this stage and the proposed scheme should be amended to alleviate any issues identified.
- 3.4.4 Depending on the outcome from the stage 2 survey it may be necessary to consider the needs of non-residents, for example local business, in developing a scheme.
- 3.4.5 Special consideration should be given to the form of any parking scheme within a conservation area.

² Parking Strategies & Management, the Chartered Institution of Highways and Transportation, July 2005

³ 2010 Acxiom survey

3.4.6 A detailed estimation of the cost of implementing the scheme and annual operating costs of the zone should be prepared and there must be confirmation that an appropriate funding source remains available.

3.4.7 The District Council, emergency services and National Park Authority, where appropriate, should be consulted on the proposed zone.

3.4.8 The local Highways Area Office will consult with the champion, local County Councillors and the Area Committee Chairman to confirm that all agree to the initial design.

3.5 Stage Four – Consultation with owners/occupiers

3.5.1 The local Highways Area Office will consult owners/occupiers of affected properties on the proposed scheme in writing. The consultation will also be sent to local County Councillors, the District Council, local Parish / Town Councils, the emergency services, any affected local businesses, and the National Park Authority where appropriate. The consultation will be open for a period of four weeks.

3.5.2 The County Council considers that a consensus is **NOT** achieved unless over 50% of owners / occupiers within the proposed zone are in support of the scheme. There is an onus on the champion to encourage responses to the consultation.

3.5.3 The consultation will seek to confirm the number of vehicles used by each property and the minimum number of parking permits owners/occupiers would require in order to support the proposed scheme.

3.5.4 The local Highways Area Office will provide feedback to the champion, local County Councillors and the Area Committee Chairman on the outcome of the consultation.

3.6 Stage Five – Detailed design

3.6.1 The local Highways Area Office will carry out detailed design taking into account any amendments required as a result of the consultation responses. The detailed design will show the layout of parking bays, any other restrictions, signing and additional features that might be necessary.

3.6.2 The local Highways Area Office will agree the detailed scheme design with the champion, local County Councillors and the Area Committee Chairman prior to advertising a Traffic Regulation Order (TRO).

3.6.3 A TRO must be advertised on street and in the local press. This is a statutory consultation period where objections can be made to the proposed scheme. Any valid objections received must be considered at a meeting of the local County Council Area Committee.

- 3.6.4 The Area Committee may decide to uphold an objection and this could result in the proposed scheme being amended to accommodate the objection. Where an objection is upheld there may be a need to re-advertise the TRO. The Area Committee may also decide that the objection is so fundamental that the proposed scheme cannot progress at the current point in time.
- 3.6.5 Where there are no objections to the legal order or where the proposal can be amended to accommodate an objection then the residents' parking scheme will be implemented.
- 3.6.6 The local Highways Area Office will provide updates to the champion, local County Councillors and the Area Committee Chairman on the process through to implementation.**

4.0 OPERATIONAL DETAILS

4.1 Eligibility and applying for a permit

- 4.1.2 Parking permits must be issued in areas where residents' parking schemes operate so that motorists can prove that they are eligible to park within the zone. There is also a need to provide temporary permits for visitors and in some cases businesses and tradesman.
- 4.1.3 The main purpose of a residents' parking scheme is to ensure that residents have a good chance of finding a parking space close to their home. For this benefit to be realised the criteria for issue must relate to balancing supply and demand⁴.
- 4.1.4 Permit entitlements for residents will be determined on an individual scheme basis taking into account the outcome of the stage 4 consultation with owners/occupiers of properties. The final decision on permit entitlements for residents will be taken by the local Highways Area Office in discussion with the champion, local County Councillors and Area Committee Chairman. It must be noted that permit holders are not guaranteed a parking space within the zone at all times.
- 4.1.5 All applications will need to be supported by proof of residence. The documents that will be accepted as proof are; council tax bill; driving licence; or tenancy agreement. Please only provide copies of these documents and not the originals. Those documents that will not be accepted as proof, are letters, bank statements and bills, as they can be sent to forwarding addresses.
- 4.1.6 The Vehicle Registration Document must also be produced for every application as proof of vehicle ownership and that the vehicle is registered to that address.

⁴ Parking Strategies & Management, the Institution of Highways and Transportation, July 2005

4.1.7 It is the responsibility of the applicant to inform the appropriate contact (see paragraph 4.3.2) of any change of address or vehicle.

4.1.8 Blue Badge holders are exempt from the restrictions within a residents' parking zone and are entitled to park for as long as they need to.

4.2 Other information

4.2.1 Under Civil Parking Enforcement Penalty Charge Notices (PCNs) can be issued for the non display of a valid permit within the operational restrictions applied to a residents' parking zone. This civil enforcement helps to ensure that only valid permit holders park in the zone.

4.2.2 There is a fee for a parking permit and the current rates will be available on the North Yorkshire County Council website www.northyorks.gov.uk

4.2.3 Any complaints in relation to this policy will be dealt with in accordance with the County Council complaints procedure.

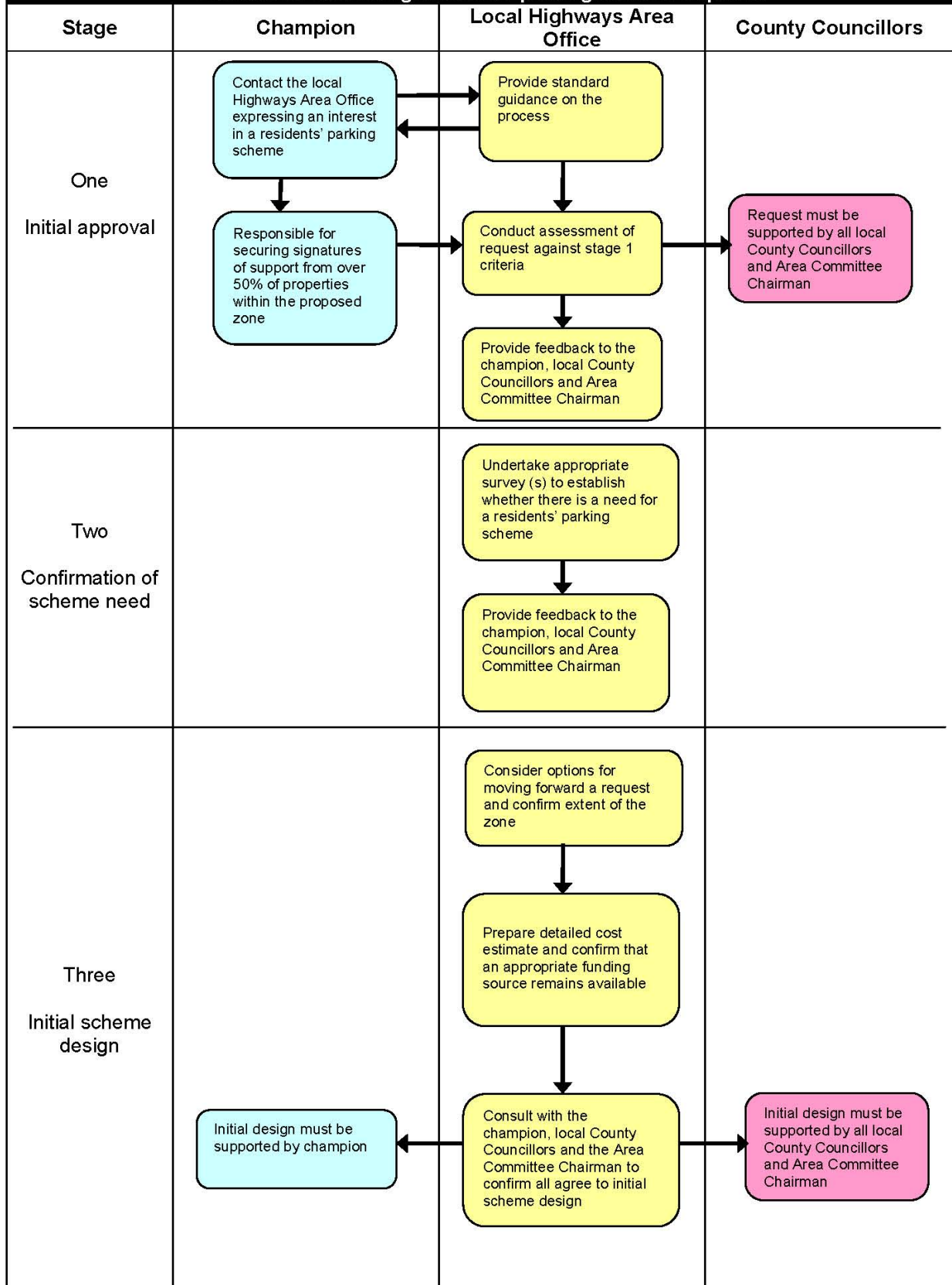
4.3 Contacts

4.3.1 For further information on the process for assessing requests for residents' parking schemes or if you are a champion requiring guidance please contact the North Yorkshire County Council Customer Service Centre on 0845 8727374 or visit www.northyorks.gov.uk

4.3.2 For further information on applying for a residents' parking permit for an existing residents' parking zone see contact details in the table below.

Craven District	North Yorkshire County Council Customer Service Centre on 0845 8727374 or visit www.northyorks.gov.uk
Hambleton District	
Richmondshire District	
Ryedale District	
Selby District	
Harrogate Borough	Harrogate Borough Council customer services on 0845 300 6091 or visit www.harrogate.gov.uk
Scarborough Borough	Scarborough Borough Council customer first on 01723 232323 or visit www.scarborough.gov.uk

Process for assessing residents' parking scheme requests



Stage	Champion	Local Highways Area Office	County Councillors
<p style="text-align: center;">Four</p> <p>Consult owners /occupiers</p>		<p style="text-align: center;">Consult with owners/occupiers of affected properties and other stakeholders</p> <p style="text-align: center;">↓</p> <p style="text-align: center;">Provide feedback to the champion, local County Councillors and Area Committee Chairman</p>	
<p style="text-align: center;">Five</p> <p>Detailed design</p>	<p style="text-align: center;">Detailed design must be supported by champion</p>	<p style="text-align: center;">Carry out detailed design of the resident's parking scheme</p> <p style="text-align: center;">↓</p> <p style="text-align: center;">Advertise Traffic Regulation Order (TRO) inviting any objections to the proposal</p> <p style="text-align: center;">Where an objection is upheld there may be a need to re-advertise the TRO</p> <p style="text-align: center;">↓</p> <p style="text-align: center;">Where there are no objections to the TRO or where the proposal can be amended to accommodate an objection then the residents' parking scheme will be implemented</p> <p style="text-align: center;">↓</p> <p style="text-align: center;">Provide the champion, local County Councillor and the Area Committee Chairman with updates on the process through to implementation</p>	<p style="text-align: center;">Detailed design must be supported by all local County Councillors and Area Committee Chairman</p> <p style="text-align: center;">↓</p> <p style="text-align: center;">Any valid objections must be considered by a meeting of the local Area Committee</p>

The policy approach taken by other local authorities

Authority	Parking scheme criteria includes off-street parking thresholds, and where this is the case excludes areas where 50% and more of properties have access to off-street parking		Annual permit cost
	No	Yes/Yes but with some flexibility	
Flintshire County Council		Yes. The Council is soon to pilot a residents parking scheme. The policy is in draft form but the proposal is that residents parking schemes would not be introduced where the majority of residents have off-street parking. Generally schemes would not be introduced to manage parking in a situation where the problem is linked to over demand from residents for on-street spaces.	
Herefordshire Council		Yes – if 50% and more of the residents have a facility to park off the road the area is not eligible. This may be relaxed slightly in a conservation area.	£30 per permit for a new, renewal, duplicate or visitor. Maximum of 2 Permits per household (1 resident & 1 visitor).
Leeds City Council		Yes – if the majority of residents have off-street parking available and sufficient space is available for parking those areas are not eligible.	We do not charge residents for parking permits unless they want a replacement. Then there is a charge of £10
Northamptonshire County Council		Yes – eligibility (amongst other criteria) to apply for a RPS is that not more than 50% of the car owning residents have, or could have, parking available within the curtilage of their own property or within 200 metres walking distance by way of garages or other private off-street space.	Permits are available at a cost of £25. There is no limit to the number of

Appendix 2

Authority	Parking scheme criteria includes off-street parking thresholds, and where this is the case excludes areas where 50% and more of properties have access to off-street parking		Annual permit cost
	No	Yes/Yes but with some flexibility	
		<p>The areas we currently permit parking are areas with terraced properties located directly on the footpath and the majority therefore have no off-road parking, hence the need for a permit scheme.</p> <p>The schemes we have are in close proximity to the town centre and we need to stop workers parking in the residential areas all day every day and as residents have no alternative but to park on-street there was a real need for the schemes.</p> <p>There may be some properties within the schemes that do now have off-road parking but we do not check before we issue permits – if their address falls within the zone then they can apply but would they want to pay for a permit when they have their own free parking?</p> <p>We have one scheme in a tourist location where permits cannot be issued if they have any off-road parking available but I rely on the parish council telling me which properties have become ineligible.</p>	<p>parking permits allowed per property provided each vehicle is registered to that address.</p> <p>One visitor permit can be provided free of charge for each property included in a Resident's Permit Scheme.</p>
Tunbridge Wells District Council		<p>Yes - our stated policy is that no more than 50% of properties in a road should have off-street parking (within their individual boundary) for that road to be included in a scheme.</p> <p>In practice, however, this is probably one of the less well observed points when assessing suitability. With quite large zones, it's often the case that neighbouring streets have very different levels of off-street parking</p>	<p>Residents permits cost £60 each. Within the 6 permit zones only one allows one per household and the rest up to two per household</p>

Authority	Parking scheme criteria includes off-street parking thresholds, and where this is the case excludes areas where 50% and more of properties have access to off-street parking		Annual permit cost
	No	Yes/Yes but with some flexibility	
		<p>available and we don't tend to split the zones up in that way – if a street is within the overall boundary of a zone, if parking can be provided it is then subject to some form of permit parking restriction – nearly always a priority arrangement rather than permit holders only. This means that when defining an overall boundary, we would not exclude roads which have off-street parking because it may encourage migration of long stay commuter/local worker parking into the roads that remain unrestricted.</p> <p>When the policy is reviewed later this year it is likely that we will reconsider the 50% issue – it is unlikely that we will completely drop the idea of a threshold, but we may place less emphasis on it.</p> <p>Although many of our requests for permit parking are from streets where residents rely solely on on-street parking, we do also get a number of requests from residents who simply don't want non-residents parking in 'their' street, despite the fact they have ample private parking for themselves. The 50% criterion is useful when rejecting requests which are based solely on the desire for exclusivity rather than need.</p>	
Durham County Council		<p>Yes - our policy states that in order to substantiate need an area has to demonstrate that less than 50% of properties have their own off street parking within the property boundary or available off-street parking within 400m. (Although within this resident parking schemes exist in streets where there may be off street</p>	

Appendix 2

Authority	Parking scheme criteria includes off-street parking thresholds, and where this is the case excludes areas where 50% and more of properties have access to off-street parking		Annual permit cost
	No	Yes/Yes but with some flexibility	
		<p>parking available. As an example, in the Durham City Controlled Parking Zone each house is entitled to two resident permits (one permit if the property is a flat) minus the number of off street parking spaces available to that property (for example a driveway, hard standing or double garage). Therefore, if a householder can accommodate two vehicles within the curtilage of their property, they would not be entitled to any resident permits.)</p> <p>Our actual parking strategy (including the permit criteria) is currently under review and we are waiting for Cabinet to approve our latest version.</p> <p>The majority of the permit criteria are to remain the same in the new version. The main proposed change is the cut off for 'votes in favour' to implement a scheme. At present, in ours we require at least a 50% response rate, with a majority in favour in these responses. The proposal is to require 75% of all properties within the proposed zone.</p>	
Derbyshire County Council		<p>Yes but does not include a percentage threshold – the policy states that a 'large proportion' of the properties within the area must not have off-street parking or the ability to install their own off-street parking.</p> <p>We do not have a percentage or definition for this, we just simply tend to try to avoid putting something forward if we know there is a significant level of off street space available to people. In some cases, we</p>	<p>The current charges for permits are:</p> <ul style="list-style-type: none"> • Residents permit (first permit) - £35 per annum • Residents permit (second or subsequent permit, dependent upon the scheme) - £50 per

Appendix 2

Authority	Parking scheme criteria includes off-street parking thresholds, and where this is the case excludes areas where 50% and more of properties have access to off-street parking		Annual permit cost
	No	Yes/Yes but with some flexibility	
		have recommended single yellow lines instead to prevent commuters parking up on streets for long periods when there are parking problems and a need for something to be done.	annum. • Annual visitor permit (dependent upon the scheme) - £13 per annum. • Business permit (limited to one per business) - £70 per annum.
Leicestershire County Council		<p>Yes but some flexibility. Our criteria for implementing a Residents Parking scheme is:</p> <ul style="list-style-type: none"> • At least 50% of the properties affected have no off street parking facilities; • There is not sufficient on road space to allow at least 80% of households to park one vehicle on the highway within the area defined by the scheme boundary; • Residents are unable to park because at least 40% of available kerb space is occupied by non-residents during the normal working day. (This could be caused by commuters or shoppers near to a town centre, or workers at nearby industrial premises, who should be using alternative parking if provided or encouraged to use sustainable modes of transport.) <p>However we have also implemented schemes in areas where all properties have off-street parking but almost 100% of on-street parking is taken up by non-residents. These include cul-de-sacs directly outside</p>	Residents' Parking Permit, first £40* Residents' Parking Permit, subsequent £40* Residents' Parking Permit, temporary (*£30 low emission vehicles) £40* Residents' Parking Permit, motorcycle £15

Appendix 2

Authority	Parking scheme criteria includes off-street parking thresholds, and where this is the case excludes areas where 50% and more of properties have access to off-street parking		Annual permit cost
	No	Yes/Yes but with some flexibility	
		a university, which were being used as a car park and causing many issues.	<p>Residents' Parking Permit, tenancy, 6 months or less £20</p> <p>Visitor Parking Permits (Book of 10) £5</p> <p>Trade Visitor Parking Permit (Book of 5) £7.50</p> <p>Trade Visitor Parking Permit (per week) £10</p> <p>Business Parking Permit £40*</p> <p>Carers Permit fee No</p>
Warwickshire County Council		Yes but with some flexibility. We allow a little bit of flexibility in that the majority of residences within a Residents Parking Zone (RPZ) should not have access to off-street parking, but not all. In practice it is usually that 50% without off-street parking is the benchmark for an RPZ but it is not a hard and fast	<p>Warwick/Leamington Resident (3 Max): First £15.00 - Second & Third £25.00 Warwick/Leamington</p>

Appendix 2

Authority	Parking scheme criteria includes off-street parking thresholds, and where this is the case excludes areas where 50% and more of properties have access to off-street parking		Annual permit cost
	No	Yes/Yes but with some flexibility	
		rule. We will often make an exception where a street with a significant amount of off-street parking would otherwise be surrounded by RPZs. This is a working practice rather than a policy.	Visitors (1 Max): £15.00 Rugby Residents (3 Max): First £15.00 - Second & Third £15.00 Rugby Visitors (1 Max): £15.00 Bedworth Residents (3 Max): First £15.00 - Second & Third £15.00 Bedworth Visitors (1 Max): £15.00 Stratford Residents (3 Max): First £25.00 - Second & Third £25.00 Stratford Visitors (1 Max): £25.00
Gloucestershire County Council	No but residents parking schemes are most likely to be implemented in the centre of urban settlements. Suburban housing estates where all properties have a driveway would not be considered. We have moved to only considering area-wide permit schemes, covering a number of streets.		1 st permit = £50 2 nd permit = £100 'Eco cars' = £25 Carer = free Visitor voucher = £10 per book of 10 Business permit = £250

Authority	Parking scheme criteria includes off-street parking thresholds, and where this is the case excludes areas where 50% and more of properties have access to off-street parking		Annual permit cost
	No	Yes/Yes but with some flexibility	
	<p>Within these zones, any property is eligible to purchase permits, irrespective of off-street parking arrangements. We did consider the issue of introducing a percentage threshold when we moved to the new approach in 2009 – however the difficulties in (a) defining what constitutes an off-street parking space and (b) obtaining accurate up to date records made the whole system unworkable.</p> <p>When considering areas for review/new schemes, we generally concentrate on central areas where many properties rely on on-street parking – we would not consider a suburban housing estate where everyone has a driveway for example. However, within the scheme, any property is able to buy permits – we usually get around a 30% uptake.</p>		
Wiltshire Council	<p>No but priority is given to areas without off street parking. The terms and conditions of our resident’s on-street parking scheme state that two permits can be applied for per property. However if they have one off-street parking place then only one on-street permit can be applied for. If they have an off-street parking space and a garage they cannot apply for any permits. In short, each off-street space a household has comes off their permit allowance.</p> <p>We do not set a threshold e.g. that the majority</p>		

Appendix 2

Authority	Parking scheme criteria includes off-street parking thresholds, and where this is the case excludes areas where 50% and more of properties have access to off-street parking		Annual permit cost
	No	Yes/Yes but with some flexibility	
	<p>of households must not have access to off-street parking for an area to be eligible to apply for a Residents Parking Scheme. However Wiltshire Council puts residents parking schemes in place in areas that residents without off street parking have difficulty parking. It would be safe to assume if a majority of residents had off street parking there would be no justifiable reason to introduce a residents parking scheme.</p>		
Nottinghamshire County Council	<p>No but priority is given to areas without off street parking. Our policy does not preclude installing Residents Parking Schemes (RPS) on roads where properties have off-street parking but we do consider such requests to be a lower priority than roads where there is no off-street parking.</p> <p>We do not set a threshold e.g. that the majority of households must not have access to off-street parking for an area to be eligible to apply for a RPS. However, we do take the issue into account when considering the relative merits of each request, so a request on a street with little or no off-street would (all things being equal) be considered a higher priority than a street with more off-street parking. But it is nothing more formal than that and we do not set a threshold.</p>		<p>£25 per permit (resident/visitor). Notional limit of 4 per household. Some schemes do not allow visitor permits where parking is already congested (e.g. streets with terrace housing)</p>

Appendix 2

Authority	Parking scheme criteria includes off-street parking thresholds, and where this is the case excludes areas where 50% and more of properties have access to off-street parking		Annual permit cost
	No	Yes/Yes but with some flexibility	
City of York Council	<p>No. York's streets are narrow; parking on both sides of the carriageway can create real problems with refuse collection/emergency access/delivery vehicles. For example areas near the university at Heslington, Industrial Estates, York Hospital or within walking distance to the City Centre.</p> <p>Many of our Residents Priority Parking Zones and Areas have areas with a high proportion of residents who have an off-street parking amenity where there is a high level of non-residential parking. We would use a parking "area" using new regulations for areas which have a good level of off-street parking, rather than a zone which would require individual bays/signs marked out.</p>		<p>Household permits are £93/year or £46.50 for low emission vehicles.</p> <p>2nd: £165/yr 3rd additional: £330/yr 4th additional: £660/yr</p>
Oxfordshire County Council	<p>No. We would gauge the requirements of residents for residents parking. We seem to have expanded out Controlled Parking Zones (CPZs) due to the fact that commuters just move further out of the city centre which triggers a need for a new CPZ.</p> <p>We actually have very few areas where residents are not eligible for permits. It is mostly right in the centre of Oxford and where Homes in Multiple Occupation (HMO's)/conversions etc. are in the surrounding areas.</p> <p>Our resident parking areas do not only relate to</p>		<p>An annual Resident Parking Permit currently costs £50.00 each for the first 2 vehicles.</p> <p>A 3rd permit costs £100.00 and a 4th or subsequent permit costs £150.00.</p> <p>Each permit is for 1 vehicle only and we only issue 1 permit per person</p>

Appendix 2

Authority	Parking scheme criteria includes off-street parking thresholds, and where this is the case excludes areas where 50% and more of properties have access to off-street parking		Annual permit cost
	No	Yes/Yes but with some flexibility	
	streets that do not have off-street parking areas. We have a mixture with this being an old city with some narrow streets and terraced housing but although we do have restrictions as to HMO's and we limit to 2 permits per household it is not dependant on the availability of off street parking - the main exception being the very centre of Oxford where if they have off street parking they are unable to get a residents permit.		
Ashford Borough Council	<p>No. Our current Residents Parking Permit Schemes allow qualifying residents (living in specific roads or part roads) to apply for one permit. Subsequent permits are issued at our discretion.</p> <p>Currently all residents may apply whether or not they have access to off-street parking. However, permit numbers are carefully monitored and should the number of residents applying for permits begin to exceed the number of parking places available on-street priority is likely to be given to those residents who don't have any off-street parking.</p> <p>In the areas where we have residential parking schemes the housing stock tends to be older so the properties tend not to either have a reasonable driveway or none at all (typically Victorian and Edwardian terrace houses with</p>		<p>Prices are currently: £100 and £40 a year depending on the residents address in our town centre and £25 a year in other residential zones.</p> <p>There is a proposed increase in the pipeline of 20% which we intend to implement shortly: £120, £50 and £30.</p> <p>Permits are limited to one permit per qualifying residence, but we will issue a second permit, if requested, in all but</p>

Appendix 2

Authority	Parking scheme criteria includes off-street parking thresholds, and where this is the case excludes areas where 50% and more of properties have access to off-street parking		Annual permit cost
	No	Yes/Yes but with some flexibility	
	<p>virtually no front gardens). The availability of on-street space is taken into account so the number of permits we will issue reflects the number of on-street parking places available. It seems to work as we do not have a waiting list and so far we have not had to restrict to properties with no off-street parking. Although, our Traffic Regulation Order allows us to limit permit issue should we need to do so.</p> <p>With the exception of two dedicated Residents Parking Permit bays all of our on-street parking bays are either shared with Pay & Display machines (Pay & Display is limited to one hour during the day to encourage shoppers to pop in to town) or free time limited bays (limited Monday to Saturday to two hours no return within four hours basically to reduce computer parking in the streets surrounding the town centre and hospital).</p>		<p>our town centre zones. Second permits are charged at the same rate.</p> <p>All our schemes are relatively small so permits numbers are strictly monitored to ensure we do not issue more permits than there are parking spaces available.</p>
Maidstone Borough Council	<p>No but the focus is on areas without off-street parking. Parking permit zones in Maidstone are located within the areas where on-street availability to park is very limited against the dense level of residential housing.</p> <p>In a few instances, properties included within the remit of a zone do have access to off road parking, but this is of a minority. Whilst it would be expected that the householder(s)</p>		

Appendix 2

Authority	Parking scheme criteria includes off-street parking thresholds, and where this is the case excludes areas where 50% and more of properties have access to off-street parking		Annual permit cost
	No	Yes/Yes but with some flexibility	
	would have no requirement for a permit to park on-street, there is no specific Council policy which exempts them from applying.		
Shropshire County Council	<p>No but the focus is on areas without off-street parking. Key criteria relate to having a local champion and width of road.</p> <p>Due to the nature of our historic towns many places do not have enough on-street parking to cater for the vehicle numbers for adjacent properties. Many of the residents parking schemes are in areas with terraced housing in restricted and narrow streets, for example Bridgnorth.</p>		<p>Charges are £50 on street* and £75 per off street permit. Numbers of permits are restricted (in most cases up to 2 per household) and can vary depending on area.</p> <p>(*On-street parking permits enable residents to park in nearby designated car parks. A permit will not guarantee a parking space within the designated car park and are not valid for parking on-street)</p>
Bristol City Council	No. We do not take into account the percentage of properties with off street parking when designing or implementing schemes, as leaving out individual streets may cause significant parking problems for residents of		1st residents' permit cost depends on the vehicle emissions tax band: free, £24, £48 or £72 for a year

Appendix 2

Authority	Parking scheme criteria includes off-street parking thresholds, and where this is the case excludes areas where 50% and more of properties have access to off-street parking		Annual permit cost
	No	Yes/Yes but with some flexibility	
	<p>those streets.</p> <p>We offer one parking permit to residents who have off street parking, and up to three with no off street parking.</p> <p>In the case of a housing estate with mostly off street parking our proposal would most likely be for a Permit Parking Area (PPA). In PPA's signs are placed at entrances to the estate advising motorists that permits are required for all parking in the estate. No parking bays or double yellow lines are installed, but all on street parking is enforceable and requires a permit. Residents within PPA's then manage the parking arrangements themselves.</p>		<p>(see table below).</p> <p>2nd permit costs £96 for a year.</p> <p>3rd permit costs £192 for a year.</p> <p>Visitors' permits - first 50 are free, then 50 at £1 each.</p> <p>Any properties within a scheme area with off street parking are able to purchase 1 permit only, as they can choose to have double yellow lines omitted from their access giving them an extra unregulated parking space in front of their driveway / garage.</p>
Portsmouth City Council	<p>No but subject to change. Our residents' parking schemes apply to a zone, within which it is common for the streets to have a mixture of properties with and without off-street parking. Some years ago it was our policy not to provide a free Resident permit to properties</p>		<p>1st residents permit is free (NB a review of the Resident Parking Schemes in the City is under way and it could result in</p>

Appendix 2

Authority	Parking scheme criteria includes off-street parking thresholds, and where this is the case excludes areas where 50% and more of properties have access to off-street parking		Annual permit cost
	No	Yes/Yes but with some flexibility	
	<p>with off-street parking (such as a hard-standing, driveway or garage) but a change in political administration saw that removed. This may change in the future.</p> <p>We do not set a threshold i.e. that the majority do not have access to off-street parking. In fact there is one particular zone in Portsmouth where every property has off-road parking (some can accommodate 4 cars). It was not considered a high priority on the Residents' Parking Programme, but it is adjacent to the super-hospital where parking zones exist on its other sides, meaning the little on-street parking available was taken up every day by hospital employees or visitors (avoiding paying charges).</p>		<p>Residents Parking Schemes being removed or a charge of £30 being introduced for the first permit) 2nd permit = £33.50 3rd permit = £107.50 1st business permit = £107.50 2nd business permit = £215.00 3rd business permit = £325.00 £21.50 admin charge (levied for any changes to the permits such as change of vehicle or for a duplicate permit should the original be lost. However the admin fee is waived if it is for a change of vehicle and the original permit has less than 1 month to expiry date.)</p>

Appendix 2

Authority	Parking scheme criteria includes off-street parking thresholds, and where this is the case excludes areas where 50% and more of properties have access to off-street parking		Annual permit cost
	No	Yes/Yes but with some flexibility	
West Sussex County Council	<p>No.</p> <p>We will shortly be changing the way we consider potential parking schemes. In the future we will not be introducing/reviewing parking schemes in isolation but rather conducting a 'road space audit' in an area and seeing if complimentary measures would also be required alongside any parking measures e.g. alternative transport provision, infrastructure improvements. This is part of a broader placed based approach and will hopefully allow us to make better use of the overall road space, rather than just have parking restrictions move cars from one place to another.</p>		<p>Depends on area – the annual charge ranges from £20-£160 for the first residents permit.</p> <p>Subsequent residents permits range from £40-£200 depending on area.</p> <p>Resident visit permits cost £0.35</p> <p>Non-residents permits range from £150-£250 per year depending on area</p> <p>Traders permits range from £110-£200 depending on area</p>
Cumbria County Council	<p>No. We do not have any reference to the percentage of properties with off street parking. The availability of on-street parking is taken into account though when assessing the scale of parking conflicts (together with the no. of services nearby/type of services/distance to services on foot/length of time required to</p>		<p>We currently do not charge for resident parking permits.</p>

Authority	Parking scheme criteria includes off-street parking thresholds, and where this is the case excludes areas where 50% and more of properties have access to off-street parking		Annual permit cost
	No	Yes/Yes but with some flexibility	
	<p>attend service/no. of resident properties/indication of the level of demand/seasonal variations e.g. school terms/days of the week that services operate/times of the day that services operate/proximity to alternative travel options.)</p> <p>The criteria consider ‘demand generators’ in the nearby area, alternative parking availability and safety implications. This enables us to have an answer to requests for parking zones that have been approved by local committee.</p> <p>We do have some permit holder only parking zones (i.e. these exclude non-residents from parking even for a restricted time period). However these are kept to a minimum and are in areas where very few houses have off-street parking. An example is in Carlisle where there is a college and two schools nearby in an area with on-street parking.</p>		

Author: Jonathan Spencer, June 2015

Additional local authority information provided by the champion for the proposed residents’ parking scheme on the ‘Regent Estate’ in Skipton:

From Dorset’s Parking Scheme

Introduction

1. Each scheme should be considered on its merits and have regard to the needs of road safety, vehicles loading and unloading, short and long stay visitors including doctors and nurses, and in particular access for emergency service vehicles.

From Lincolnshire's Parking Scheme

1. Genuine Need

A scheme will only be considered where:

- There is only limited or no off-street parking
- Residents are unable to park near to where they living, due to 40% or more of the available spaces being regularly taken by other road users;
- The majority of residents have a need for on street parking (51% or more on each street in the proposed area).

Where a request for a scheme does not fulfil the above criteria, its introduction will not be considered unless:

- It will be the most effective and appropriate way to address access needs or road safety problems;
- The scheme is necessary to address the adverse impact from new development in a residential area;
- The scheme is to be introduced as part of a wider integrated traffic or parking management scheme or to encourage use of alternative facilities such as off-street parking.

From Cheshire West and Chester scheme

4.3 Where a request for a scheme does not fulfil the criteria above its introduction will **not** be considered unless:

The introduction of a scheme will be the most effective and appropriate way to address existing road safety problems or access needs;

The scheme is necessary to address the adverse impact from new development in a residential area;

The scheme is to be introduced as part of a wider integrated traffic or parking management scheme or to encourage use of alternative facilities such as off street parking or park and ride schemes.

(From Thameside Metropolitan Borough Council

2 Objectives

2.1 Within the borough, there are a number of areas which have attracted inconsiderate and/or illegal parking causing potential road safety problems, congestion, obstruction and considerable inconvenience to residents and businesses. The purpose of Residents' Parking Schemes is to give priority in the use of available road space to residents & businesses, remove or control commuter or other non-local parking, improve environmental conditions in residential areas, encourage the use of alternative modes of transport (such as public transport, walking or cycling), and improve the amenity value of residential areas through the delivery the council's transport policy.

From Wrexham's Parking Scheme Residents Parking Schemes – Criteria

As previously supported by Members, the policy document includes details of the criteria that must be met in order for schemes to be progressed.

Although the criteria are an important element of the policy, it must be acknowledged that there will be situations where the criteria cannot be met, but a RPS may still be considered appropriate.

Appendix 3

2001 Census - car ownership: North Yorkshire and by districts

Area	Households	No cars or vans in household		1 car or van in household		2 cars or vans in household		3 cars or vans in household		4 or more cars or vans in household		sum of all cars or vans in the area
	number	number	%	number	%	number	%	number	%	number	%	number
North Yorkshire	237,583	46,398	19.5	108,038	45.5	66,324	27.9	12,861	5.4	3,962	1.7	296,989
Craven	22,680	4,295	18.9	10,625	46.9	6,187	27.3	1,191	5.3	382	1.7	28,285
Hambleton	34,688	4,867	14.0	15,279	44.1	11,274	32.5	2,467	7.1	801	2.3	48,803
Harrogate	63,077	11,197	17.8	27,739	44.0	19,396	30.8	3,619	5.7	1,126	1.8	82,399
Richmondshire	18,125	2,650	14.6	8,923	49.2	5,260	29.0	1,026	5.7	266	1.5	23,712
Ryedale	21,451	3,685	17.2	9,998	46.6	6,138	28.6	1,231	5.7	399	1.9	27,754
Scarborough	46,726	14,323	30.7	22,167	47.4	8,333	17.8	1,449	3.1	454	1.0	45,228
Selby	30,836	5,381	17.5	13,307	43.2	9,736	31.6	1,878	6.1	534	1.7	40,808

2011 Census - car ownership: North Yorkshire and by districts

Area	Households	No cars or vans in household		1 car or van in household		2 cars or vans in household		3 cars or vans in household		4 or more cars or vans in household		sum of all cars or vans in the area
	number	number	%	number	%	number	%	number	%	number	%	number
North Yorkshire	256,594	45,716	17.8	110,448	43.0	76,275	29.7	17,670	6.9	6,485	2.5	345,907
Craven	24,583	4,228	17.2	10,907	44.4	7,258	29.5	1,575	6.4	615	2.5	33,001
Hambleton	38,117	5,086	13.3	15,964	41.9	12,635	33.1	3,212	8.4	1,220	3.2	56,364
Harrogate	67,169	11,032	16.4	28,621	42.6	21,317	31.7	4,542	6.8	1,657	2.5	92,336
Richmondshire	20,207	2,692	13.3	9,241	45.7	6,331	31.3	1,431	7.1	512	2.5	28,555
Ryedale	22,524	3,299	14.6	9,720	43.2	7,011	31.1	1,795	8.0	699	3.1	32,286
Scarborough	49,435	14,224	28.8	22,288	45.1	9,802	19.8	2,309	4.7	812	1.6	53,015
Selby	34,559	5,155	14.9	13,707	39.7	11,921	34.5	2,806	8.1	970	2.8	50,350



A great place to live, work & play



No. 0000001

CONSIDERATE PARKING INITIATIVE

Owner/Driver Vehicle Registration

--	--	--	--	--	--	--	--

Location

Date

		/			/			Time		:	
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Issued by

Issues (Tick box as appropriate)

Dropped Kerbs

In many areas valuable on-street parking is lost due to residents being unable to access their own driveways at certain times. Often the reason for this is due to vehicles parking either too close to the edge of the dropped kerb, parking opposite the dropped kerb, or a combination of both. Please ensure your vehicle allows access to the driveway by not parking too close to the edge of the driveway entrance.

Grassed Verges

Please do not park your vehicle on the grass verge. Parking on grass verges can damage the area, resulting in the Council having to reinstate the area at a cost.

Pavement Parking

Your vehicle is obstructing the footway. This is an obstruction which can be enforced by the police. Many vulnerable people such as the elderly, the disabled and young children in pushchairs can be prevented from completing their journeys by vehicles parked on pavements in this way, or be forced into the road. For the blind and partially sighted pavement parking is a serious risk to health and safety.

Other Issues

Please write...

CONSIDERATE PARKING INITIATIVE

In conjunction with:

- Scarborough Brough Council
- North Yorkshire Police
- North Yorkshire County Council

This initiative is intended to address many reported problems associated with parked vehicles. The initiative aims to highlight to drivers the potentially unsocial nature of their parking and the effect it can have on the community. It is appreciated that in many instances vehicles are not parked with the intention of disrupting the activities of others and are often parked for short periods of time.

However, experience indicates that by requesting drivers to be more aware of the impact of their parking, the requirement to seek new regulations can possibly be avoided. With ever increasing numbers of vehicles on the road and therefore less places for them to park, greater consideration for others and small changes in habits, such as being willing to walk further from your vehicle to your destination, using car parks more frequently, or by choosing other transport methods will all help to improve the community. It will also help to retain available parking spaces on street and enable other more vulnerable members of the community to use the roads and pavements.

Thank you for your consideration.

If you have any questions arising from this matter please contact:

Officer: _____ Tel No: _____