

Parking Delivery Plan – Summary of Actions

Parking Delivery Plan 1: Civil Enforcement to be self-financing over time

PDP.1 – The County Council believes civil enforcement should aim to be self-financing. It will implement strategies that aim to significantly reduce or ideally eliminate the deficit over time.

Parking Delivery Plan 2: online applications and virtual permits

PDP.2 – Actively work towards the Delivery of improved on-line application procedures and the introduction of virtual permits during 2018.

Parking Delivery Plan 3: cashless parking

PDP.3 – Formulate the terms of reference and contractual process for implementing cashless parking during 2018.

Parking Delivery Plan 4: review of limited waiting bays

PDP.4 – The provision of free on-street limited waiting bays shall be reviewed in a case by case basis, commencing in the town centres and areas of greatest parking stress.

Parking Delivery Plan 5: streamlining the TRO Process to improve delivery times

PDP.5 – The process for making a TRO by signature has been adopted for all Traffic Regulation Orders. Further opportunities to improve delivery times will be sought during 2018.

Parking Delivery Plan 6: charges to be reviewed annually

PDP.6 – Parking and permit charges will be reviewed annually as part of the Council's Medium Term Financial Plan Process. Any changes will be implemented for the start of the next financial year.

Parking Delivery Plan 7: revisions to permit eligibility criteria

PDP.7 – Revised permit eligibility criteria has been formulated to implement differential resident permit with a limit to a maximum of three per residence in locations where on-street parking is at a premium. This is to be further reviewed for impact and findings discussed with the Parking Governance Board and Members to establish whether the limit should be removed.

Parking Delivery Plan 8: business permits

PDP.8 – During 2018, we will produce further options for a business permit for vehicles essential to the efficient operation of the business. The business permit criteria will be reviewed by the PGB at its second quarter meeting in 2018 following the trial in Cressex Business Park, and will make a recommendation to the Cabinet Member for Transport

Parking Delivery Plan 9: Highway Code test schemes

PDP.9 – Parking schemes will be designed and implemented in accordance with the Parking Guide for LAFs with a view to streamlined implementation of measures that meet the “Highway Code” test.

Parking Delivery Plan 10: make best use of kerb space while tackling problem parking

PDP.10a – New parking schemes will be designed and implemented to tackle problems caused by anti-social and long-term, commuter parking, whilst making the best use of kerb-side space and considering the potential impact of displaced parking on the surrounding area.

PDP.10b – Existing restrictions will be reviewed and revised to make the best use of parking space where requested by the Local Member or Local Area Forum and appropriate funding is available.

Parking Delivery Plan 11: parking scheme delivery

PDP.11a – Complex or area wide parking scheme development will use local engagement with Opinion Survey, Detail Design consultation and Statutory Consultation as the standard procedure.

PDP.11b – Simple parking schemes or those that pass the ‘Highway Code test’ will be progressed without the need for extensive informal consultation. Only the statutory (formal) consultation process set out in the traffic regulation order process will apply.

Parking Delivery Plan 12: curfew parking schemes

PDP.12 – Curfew parking controls can be an effective tool to control anti-social long-term parking. Where they are appropriate, operational hours will need to be carefully designed so as to be enforceable whilst meeting local needs

Parking Delivery Plan 13: standard operational hours

PDP.13a – New on-street parking schemes will be implemented with standard operational hours agreed as part of the scheme decision making process.

PDP.13b – Longer operational hours will only be considered where there is compelling evidence of need and agreed with the Cabinet Member for Transport.

Parking Delivery Plan 14: Blue Badge misuse

PDP.14 – We will undertake enforcement against Blue Badge misuse commencing in 2018.

Any surplus over and above the cost of enforcement will be shared between the Blue Badge Team and the Parking Account. The enforcement effectiveness will be reviewed in Q3.

Parking Delivery Plan 15: advisory Blue Badge bays

PDP.15 – We will continue the current policy of providing advisory Blue Badge bays for residents meeting the eligibility criteria. The carriageway markings will comply with TSRGD diagram 1028.3.

Parking Delivery Plan 16: footway parking ban

PDP.16 – An options paper for the potential delivery of area-wide footway/ verge parking ban zones and the protocols for delivery will be brought to the PGB for consideration at its 2Q2018 meeting, with a view to making a recommendation to the Cabinet Member for Transport.

Parking Delivery Plan 17: footway parking schemes

PDP.17 – Footway parking measures will only be implemented where damage to the footway construction and underground services are unlikely and after the 'double buggy' test and only with agreement from local councillors. Where allowed, appropriate signing in accordance to the TSRGD diagram 667/668 will be installed.

Parking Delivery Plan 18: reduction in street clutter

PDP.21 – Parking schemes will be designed and implemented with the aim to reduce street clutter.

- Minimise the amount of signs used while still maintaining enforceability;
- Fix signs wherever possible to existing street furniture;
- New signs positioned at the back of footways;
- In environmentally sensitive areas, consider using 'restricted street' or 'permit holder parking area' zones;
- In environmentally sensitive areas, consider applying for special signs approval from the DfT to use a reduced height for signs and consider wayleaves for fixing to garden walls and buildings
- In environmentally sensitive areas, consider reducing the number of pay and display machines in favour of cashless payment options.