

Residents Permit Parking Schemes

Essential Criteria

1. No more than 50% of properties have available off street parking.
 - *"Within the area to be included in the scheme, not more than 50% of the properties should have off street parking or the potential to form off street parking within the curtilage of the property."*
 - *Public parking areas or shared parking areas that are not part of the adopted highway will be regarded as available off street parking if they are accessible to those residents, whether for free or at a cost.*
 - *Remote garage parking within a 200m distance of the residential property will also be regarded as off street parking.*
2. The scheme will serve more than 20 address points.
 - *"Schemes will not normally be considered for less than 20 address points as defined by the electoral register. Houses of multiple occupancy will be treated as one address point. Houses that have been divided to flats will be treated as individual address points for each flat only if they are recognised as the same for council tax purposes".*
 - *Any new scheme will define the address points when it is set up. Should additional address points be added after the scheme is completed, either by new builds or by dividing existing houses to flats these will not be automatically eligible for the scheme.*
3. Sufficient Parking is available for a scheme to be established.
 - *"A Residential Parking scheme will not be considered unless there is essentially sufficient parking available to make the scheme viable. A scheme usually will not involve the formation of parking spaces to provide for a residents permit parking scheme either by formation of additional parking bays or the removal of existing no waiting at any time restrictions".*
4. There is an identifiable cause of the parking difficulty.
 - *"A residents parking scheme will not be considered unless there is one or more identified external factors impacting on the available parking".*
 - *External factors that could be considered include, but are not limited to, the proximity of the residential streets to hospitals, railway stations, town/city centres, sports facilities and/or leisure facilities.*
 - *Other factors will be considered only if evidence can be provided.*
5. The Impact of the problem fills more than 50% of the available parking.
 - *"The factor impacting on the residential area removes over half of the normally available parking space for a significant period of the day when residents are wishing to park".*

6. The scheme is supported by the County Councillors, District Councils and Traffic Engineers.
 - *"It is preferable that the scheme is supported by the elected representatives for the area along with the Traffic Engineers managing the area".*
 - *Elected representatives include the council's Cabinet Member for Highways and Transport, the Lead Member for Highways and Transport, County Councillors, District Councillors or Parish Councillors.*
 - *NB Local pressure groups will not normally be accepted in this group but will be considered under Item 7.*

7. The Scheme will have the support of more than 50% of the eligible properties.
 - *"Evidence is provided that there is a likelihood that more than half of the address points to be included in the proposed scheme support the promotion of a residents parking scheme".*
 - *The households need to be aware that the scheme does not guarantee a parking space and that there will be a fee payable, per permit, should the scheme be introduced.*

8. Funds will be available to support the introduction of the scheme.
 - *"Funds are available to progress the scheme within the budget made available by the council".*
 - *If a scheme is to be privately funded then this should be in totality. The use of partial external funding will not afford prioritisation over an alternative scheme that has been assessed to be of greater need.*

9. Schemes are prioritised, by need and according to funds available.
 - *"All schemes will be assessed against the same criteria resulting that the schemes that indicate the most need are considered for progression first, subject to cost and practicality constraints".*
 - *The assessment will be reviewed on an annual basis. Age of request will have no bearing on the outcome.*
 - *Schemes could be reassessed if evidence is provided that the factor that impacting on the parking problems has significantly changed.*