

CRITERIA FOR THE INTRODUCTION AND OPERATION OF RESIDENT PARKING SCHEMES (Approved by Cabinet 28th March 2007)

Criteria

In deciding whether or not a scheme should be introduced, the desirability of the scheme should be measured against certain criteria guidelines to determine the need, the acceptability and its practicality.

- a. Not less than 85% of the available kerbside space is occupied for more than six hours between 8:00 a.m. and 6:00 p.m. on five or more days a week from Monday to Saturday, and a bona fide need of residents is established. At least 50% of the 85% occupied kerbside space must be non-residents.

This is to ensure that before a scheme is considered, it is shown that the existing spaces are heavily used by non-residents and difficulty is experienced in finding a space on most days of the week.

- b. Not more than 50% of the car-owning residents have or could have parking available within the curtilage of their property or within 200 metres walking distance by way of rented garages or other off-street space.

This is to ensure that schemes are only introduced where a real need can be identified.

- c. The normal daily demand for resident spaces can be met.

On roads with a carriageway width of less than 6.6m it is important to protect the remaining carriageway with parking restrictions so as to be able to maintain a relatively free flow of traffic and to protect the pavement (which is part of the highway) from being parked upon. This measure would be in the form of parking restrictions denoted by yellow lines and is recommended along one side of the road for roads supporting a resident parking scheme and having a carriageway width of less than 6.6m. This essential measure has implications on the ability of a road to meet the normal daily demand for resident spaces.

- d. The introduction of the scheme will not cause unacceptable problems in adjacent roads.

- e. The scheme is acceptable both to the Police and the operations of the emergency services.

- f. The proposals are acceptable to the majority of the residents.

There must be a minimum of 80% support for the scheme from all residential properties within the scheme boundary (including nil returns). This is to ensure majority support from residents for the introduction of a scheme.

- g. In areas where parking space is severely limited, the introduction of reserved parking does not seriously affect the commercial viability of the area.

- h. There must normally be a minimum of 300 residential properties within the proposed scheme. For schemes of less than 300 residential properties, there must be other waiting restrictions in the immediate vicinity.

This is to ensure that the enforcement of the scheme would be self-financing.

Form RP 1

**Resident Parking Scheme
Request Form**

Name(s) of road to be considered: _____

Approximate number of houses in total: _____

	YES	NO
I/We have had a letter explaining the criteria that any future scheme must comply with.	<input type="checkbox"/>	<input type="checkbox"/>
I/We understand that a contribution of £75 per household will be required to enable a scheme to be investigated and set up (based upon a minimum of 300 households – a more accurate estimate will be provided upon return of this form).	<input type="checkbox"/>	<input type="checkbox"/>
I/We confirm that 80% of all households in the roads mentioned above would be willing to pay the investigation and set up fee and thereafter £10 per annum for permit.	<input type="checkbox"/>	<input type="checkbox"/>

NAME: _____

ADDRESS: _____

CONTACT PHONE NO: _____

Please submit all forms for consideration to:

Traffic & Transportation Division, Regeneration & Environment Directorate, Cheshire Lines Building,
Canning Street, Birkenhead, Wirral, CH41 1ND