

# Nottingham City Council

## Resident Parking Scheme Policy

January 2019



Safer, cleaner, ambitious  
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**Nottingham**  
City Council

## **1.0 Introduction**

- 1.1 This Resident Parking Scheme Policy is an important part of the Council's transport vision, setting out the parking issues facing Nottingham City and the parking policies that the council has established to address them.

### **Parking in Nottingham City**

- 1.2 Everyone who uses Nottingham City's streets is affected by parking issues even if they do not use or own a car. Parking policy is not just about allocating and managing on-street and off-street space. It is also about enabling the safe and efficient movement of traffic, and providing an attractive street environment for everyone.
- 1.3 Badly and illegally parked vehicles can reduce sight lines and are dangerous to all road users, especially to vulnerable road users.

Excessive numbers of parked vehicles also detract from the appearance and atmosphere of Nottingham City's streets, and make it more difficult for pedestrians and cyclists to get around. Inconsiderate parking can have a negative effect on the reliability of public transport services, for example if cars are blocking bus lanes or bus stops.

### **The role of this Resident Parking Policy**

- 1.4 The parking policies set out in this Resident Parking Policy have been established in order to address the range of negative impacts on the community that can result from unmanaged parking. The statement sets out the Council's current parking policies and procedures, including both on-street, and whilst parking of cars is the most significant aspect, the statement also encapsulates policies and procedures relating to most other road vehicles, such as bicycles, motorcycles, delivery and heavy goods vehicles, buses and coaches.
- 1.5 The Council has established key objectives as the basis for this Resident Parking Policy. They are to:
- prioritise the parking needs of local residents, disabled people, suppliers of goods and services, businesses, and their customers,
  - reduce the environmental and visual impacts of parking, particularly in residential and other sensitive areas,
  - ensure that parking regulations are fairly enforced.

### **The purposes of this Resident Parking Policy**

- 1.6 The main purposes of this Resident Parking Policy are therefore to:
- communicate the Council's resident parking policy to our residents
  - explain how the Council's resident parking policy supports its wider priorities and objectives
  - update and replace the Council's previous Parking Policy published in 1999
  - provide guidelines for the future introduction of new or amended parking control schemes.

## Structure of this Resident Parking Policy

- 1.7 This policy statement has three parts:
- the **introduction** sets out the main parking issues that the Resident Parking Policy has been developed to address, as well as the key objectives and purposes of the document
  - the second section sets out the **policy context** for the Resident Parking Policy, including the Council's objectives and the council's legal powers and duties in relation to parking
  - the third section sets out the Council's **policies on resident parking**.
- 1.8 Parking is a very complex policy area. It is not possible for this policy to cover every situation that may arise in a definitive and detailed manner. However, any future decision will be consistent with the policy foundation set out in this Resident Parking Policy.

## 2.0 Policy context

- 2.1 As Traffic Authority, the City Council has a range of statutory obligations pertaining to traffic and parking, which it meets in a variety of ways including a scheme of city-wide waiting restrictions. This policy pertains specifically to the use of Residents Parking Schemes across the City.

A key aim is to work with local communities and service providers to improve the quality of life of all residents and reduce the gap between the most and least deprived. The implementation of parking controls to reduce commuter parking and vehicular conflict helps residents. Moreover, obstructive and illegal parking can lead to delays to other road users, including motorists and public transport. This is economically inefficient and makes it more time consuming and frustrating to move around Nottingham City.

- 2.2 The Council recognises that when it introduces new parking controls it can take residents some time to adapt to these controls. The Council always consults with residents on its proposals for new controls.
- 2.3 Controlled Parking Zones (CPZ) are parking schemes mainly used in urban areas. These are used by local authorities to address particular parking problems in a community, for example, to help residents park near to their homes. As such, parking is only permitted in designated parking bays, with the remainder of the kerbside space subject to yellow line restrictions. CPZs and the improved design of parking schemes have made a substantial contribution to road safety by reducing traffic levels, removing conflicts in sensitive areas and improving sightlines especially for pedestrians. The other contributing factor in reducing the severity of accidents has been to control speed.
- 2.4 Parking controls are an essential road safety tool. The safety of road users will always be the key determinant of how much on-street parking can be supplied and where. The starting point for determining the number and allocation of parking spaces will therefore be the number of spaces that can be safely accommodated.
- 2.5 Effective parking controls can assist in tackling poor air quality. By limiting the amount of parking that is available to non-priority users, the council can reduce congestion and hence emission levels. Furthermore, research shows that emissions from vehicles are reduced when traffic is kept moving. Deterring or removing illegally or inconsiderately parked vehicles that are causing an obstruction can smooth the flow of traffic, reduce emission levels and improve the quality of life for residents.

Both moving and stationary vehicles have a very significant effect on the visual attractiveness of streets and open areas. By managing parking, the Council can minimise the inevitable visual intrusion caused by parked vehicles, particularly larger ones.

- 2.6 Signs, bollards and other street furniture can create physical obstruction and visual intrusion that undermines the quality of the street environment and makes it harder for people, particularly those with disabilities, to get around. Excessive street furniture can also adversely affect perceptions of personal security, and can harm the setting of listed buildings and the appearance of conservation areas.
- 2.7 The Council wishes to minimise the visual intrusion and obstruction caused by signs, posts, pay and display machines and other street furniture that is required to control parking. This needs to be balanced with the requirement that regulations are clearly and unambiguously communicated to motorists. The Council has to comply with the Traffic Signs and General Regulations 2016, which sets out how a sign must be displayed.

### **Nottingham City's transport strategy**

- 2.8 The policies presented in this Resident Parking Policy are an integral part of the Council's wider sustainable transport strategy. Whilst this statement is designed to be a self-standing document, readers seeking more detail or further background on these issues should read the statement in conjunction with the broader transport strategy.

### **Parking policy tools**

- 2.9 The Council uses a range of tools to achieve its parking objectives, which were set out in the introduction to this document.

### **Council powers and responsibilities for resident parking**

- 2.10 In summary, the Council has powers to:
- allocate road space for parking by specific users on city roads
  - enforce parking restrictions on city roads
  - set on-street parking charges on city roads
- 2.11 The Road Traffic Regulation Act 1984 (RTRA 1984) and other relevant legislation, places a duty on the Council to secure the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians), and to provide suitable and adequate parking facilities on and off the highway. In particular, it provides the Council with powers to control waiting and loading and to provide and charge for on-street parking. Subsequent Acts give the Council powers to prohibit on-street waiting for all or part of the day, and may limit the duration of any permitted waiting. Restrictions may also be applied to prevent loading and unloading. Under the RTRA 1984, all parking offences were regarded as criminal offences and subject to criminal law.
- 2.12 Parking offences were decriminalised under the Road Traffic Act 1991, which has now been amended by part 6 of the Traffic Management Act 2004. This enables local authorities to establish Special Parking Areas (SPA's). Within these areas, the local authority can charge for and enforce all non-endorsable parking restrictions. The Council is therefore responsible for on-street parking controls and their enforcement across most city roads.
- 2.13 Using its powers under the RTRA 1984, the Council has introduced Controlled Parking Zones (CPZ) across the city. These are a specific type of restriction used in urban areas that create zones where only permit holders are permitted to park in certain designated areas. Signs on the entrance to each zone typically state that there are parking, loading or other restrictions between certain hours of operation. This reduces street clutter by

reducing the number of repeater signs and road markings needed within the zone to enforce the restrictions.

- 2.14 A CPZ can be used in a range of different circumstances, including to regulate parking within an urban centre or in residential areas, including through the use of permit parking places. These may be reviewed, subject to funding, as and when necessary, and subject to demand.

### **3.0 Resident Parking Schemes**

- 3.1 Demand for resident parking can sometimes out-strip the amount of available kerb space, and difficult decisions must be made as to which users should have priority in terms of use of that space.
- 3.2 Normally introduced as part of a CPZ, residents' parking schemes are a useful tool designed to regulate parking, to reduce highway obstruction and to give priority over available road space to residents and their visitors.

Safety will always be the overarching consideration in determining how much on-street parking can be supplied and where. The starting point for determining the number and allocation of parking spaces will therefore be the number of spaces that can be safely accommodated. These are distributed according to specific local circumstances including land uses, and any feedback made during local consultation.

- 3.3 Within CPZs, residents are issued with a maximum of 3 permits per property, which entitles them to park within a resident bay during the hours of the scheme and are free of charge. Whilst ownership of a permit allows the use of a space in a CPZ, there is no entitlement or guarantee of a specific space within the zone. However, by discouraging certain groups of non-residents from parking in an area, a CPZ increases the likelihood that a resident can park close to their home.
- 3.4 Visitor permits are also issued to residents who should only use them for genuine visitors, subject to the maximum number of all permits per property not exceeding 3. Permits are also issued to qualifying businesses and eligible students located within a residents' parking zone. In addition, special dispensation permits can be also issued in certain circumstances, such as, to allow a landlord to repair his/her property or to enable health care workers to visit vulnerable clients.

Resident permits do not allow residents to park in other types of bay such as short stay or business bays, unless they are shared use.

- 3.5 The different types of permit and the conditions that apply, which includes resident permits, visitor permits, business permits, student permits and dispensation permits, are set down in the adopted Nottingham City Council Decriminalised Parking Enforcement Policy. Whilst permits for residents are free of charge, there are charges for some other types of permits, details of which may be found via the following link:

<https://www.nottinghamcity.gov.uk/transport-parking-and-streets/parking-and-permits/parking-permits/residents-parking-permit-information/>

## Resident parking scheme eligibility criteria

- 3.6 For a new resident parking scheme to be eligible for progression Ward Councillors and Area Committees will decide as to whether or not to proceed with the introduction of a residents parking scheme. The final decision to implement a scheme, following the consideration of any objections, rests with the Portfolio Holder. The specific criteria is as follows:

- That there is significant, formal demand from residents, asking for parking controls to alleviate parking stress.
- That the City Council has evidence that there is a regular and clearly identified and demarcated area of conflict between non-resident parkers, and local resident parking demand, that a Controlled Parking Scheme Zone could solve. This may typically include significant access issues, highway obstruction or parking congestion.
- That the affected area is acknowledged by Ward Councillors and they agree with residents' request for a resident parking scheme.
- That the affected area is acknowledged by officers to be sufficient to be a viable controlled parking zone, based on the amount of on-street parking available to residents to adequately meet the demand for parking during the operational hours of the scheme.