

Whitchurch Road

Controlled Parking Zone Public Consultation



This pack contains detailed information about proposed changes that may affect the way people will be able to park in the **Whitchurch Road** area.

Please take the time to read the enclosed documents, then visit the exhibition referred to in this leaflet and complete the enclosed questionnaire and return it in the freepost envelope provided before **28th April 2006**. (This information is also available on line at www.cardiff.gov.uk/cpz)

Why make changes?

Many residents and businesses in Cardiff experience difficulties finding convenient car parking spaces on the streets around their homes and businesses due to high demand. With Cardiff currently experiencing one of the fastest rates of residential and business development in Europe, parking is expected to become more difficult for residents, businesses and visitors to the area.

In addition, car ownership levels in Cardiff are high with 70% of households having access to one or more cars. Future projections indicate that car ownership levels are likely to have increased to 74% of households with access to a car by 2011. Currently, more than 60% of people working in Cardiff travel by car and over 300,000 vehicles cross the county boundary each day.

The Council is aware of these problems and is considering introducing a **Controlled Parking Zone (CPZ)** for the **Whitchurch Road** area. The proposals have been jointly developed by Cardiff Council and JMP Consulting (traffic engineering and transport planning consultants specialising in parking) in conjunction with representatives from the local community including residents, businesses, traffic wardens and local Councillors through a series of steering group meetings.

The Council wishes to encourage as many people as possible to use more sustainable means of transport but also acknowledges that it is necessary to strike a balance between managing traffic growth and encouraging

continued economic activity. The introduction of CPZs is part of a wider package of measures designed to improve traffic management in Cardiff. For example, consideration is also being given to developing a Park & Ride scheme for the city and further measures will be considered in the near future.

This leaflet provides information about the proposed parking arrangements, including a colour layout plan, showing where the different types of parking would be located. It also provides an opportunity to register your own views with the Council by means of a questionnaire with space for you to provide additional comments. More detailed plans will be available for inspection at the public exhibition which will be held at **Maindy Swimming Pool (Canteen area)** for a period of six weeks starting on **20 March 2006 (Normal leisure centre opening hours)**. Staff will be in attendance between **10am - 9pm, from Tuesday 4 April to Thursday 6 April inclusive**.

Enforcing parking restrictions in Cardiff

The high number of double-parked vehicles and parking on double yellow lines is a concern to many people. These parking practices cause difficulties to pedestrians crossing the road and also obstructs the smooth flow of traffic particularly buses.

The Council has made a long term commitment to improve parking management across the whole city and is considering measures to improve the management of on-street and off-street parking facilities. Measures currently being considered include improving the security of car parks by introducing CCTV and upgraded lighting facilities and replacing the current voucher charging scheme in the city centre with a Pay & Display system which is more easily understood by the public and easier for traffic wardens to enforce.

A combination of the police, traffic wardens and the Council is currently in charge of parking enforcement for both on-street and Council owned off-street car parking. Under the new proposals parking enforcement within the CPZ would increase to ensure compliance with the restrictions. However, the Council has plans to increase enforcement across the city and not just within the proposed CPZs.

Controlled Parking Zone Scheme Principles

What is a CPZ?

A Controlled Parking Zone (CPZ) is an area where it is necessary to cover all roads with either parking places or waiting restrictions (double or single yellow lines). The waiting restrictions would generally cover lengths of roads and junctions where it would be dangerous to park or where it is necessary to allow free passage of vehicles. The parking places, normally time limited, can either be provided for use by permit holders or on a Pay & Display basis or a combination of the two. Special provision for residents and businesses would be incorporated into the CPZ.

If the scheme is implemented it will include a number of different measures designed to address the current parking problems. These measures include:

- Allocating large parts of the roadside for **residents' parking only** and other **permit holders**.
- Allocating some roadside to be shared between **resident permit holders** and **Pay & Display** parking. The **shared parking** would be limited to either a maximum stay of up to three hours (shared short term), or longer periods up to all day (shared long term). **The shared bays would be available free of charge at all times to residents and visitors displaying a valid permit.**
- Allocating some roadside close to shops and businesses for **exclusive Pay & Display** parking with a maximum stay of up to three hours.
- Allocating short lengths of roadside near shops, hotels and businesses for loading bays, where necessary.

Why introduce a CPZ?

Controlled Parking Zones are normally introduced in busy shopping streets to prevent on-street parking space being taken up by long term commuter parking, to ensure a constant turnaround of customers for the benefit of nearby shops and services. They are also introduced where residents experience difficulty parking near to their homes, usually as a result of the proximity of commercial centres and other parking attractors that encourage commuters, shoppers or both into an area.

Further benefits to be realised are listed below:

- Improved traffic flow by preventing dangerous, obstructive and inconsiderate parking;
- Improved safety of all road users (including pedestrians);
- Reduced congestion from circulating traffic within the area;

- Improved access for emergency vehicles;
- Better management of the limited space available for parking to ensure that it is available for those who need it;
- Increased opportunities for short term parking close to shops and businesses by promoting turnover of vehicles.

How Would a CPZ Operate?

All road space would be marked as either parking bays or yellow lines. It is anticipated that parking bays would be designated as either exclusive residents, exclusive Pay & Display or shared bays which are a combination of the above. Additional bays provided would include parking provision for motorcycles, loading, disabled blue badge holders, doctors and ambulance / police. The CPZ would also include bus stops, school keep clear and 'zig zag' markings at pedestrian crossings where required.

A resident who purchases a permit for a specific zone will be able to park in both residents' **AND** shared bays anywhere within that zone (residents will not be restricted to parking in the street in which they live). However, this will not entitle the permit holder to park in residents' bays in other zones elsewhere in Cardiff. In addition, permit holders would be able to park free of charge in shared bays but would not be exempted from the requirement to purchase a ticket to park in exclusive Pay & Display bays.

What hours would the scheme operate?

Exclusive residents' parking bays are proposed to operate between 8am and 10pm, Monday – Sunday, similar to existing areas elsewhere in Cardiff.

In shared parking bays a resident's permit or a Pay & Display ticket would be required between 8am and 10pm, Monday – Sunday.

In areas set aside solely for Short Term Pay & Display parking, a ticket would be required between 8am and 6.30pm, Monday – Sunday.

In other places waiting restrictions would apply to protect access, improve road safety or to help keep the traffic moving along main roads, particularly buses and emergency vehicles. Double yellow lines operate 24 hours a day, seven days a week, while single yellow lines would mainly operate between 7.30am and 6.30pm, Monday – Sunday.



How much will the scheme cost me?

The Council would charge for parking in order to cover the costs of set-up, improved enforcement and administration of the parking scheme. To ensure the scheme will operate efficiently, the proposed charges are as follows: -

Proposed annual permit charges

Permit Type	Resident	Visitor	Business
1st permit	£5	Cost Under Review*	£30 per permit
2nd permit	£30		
3rd permit	£45		
4+ permits	£60 each		

* Each household is entitled to purchase one annual visitor permit irrespective of whether a resident's permit has been purchased.

Proposed on-street Pay & Display charges:

Up to 30 minutes - 30p
Up to one hour - 50p
50p per hour thereafter up to a charge of £3 per day

The proposed charges outlined above are the charges required to ensure the CPZ is self-financing. There is a possibility that the charges may be reduced following further detailed financial analysis.

In addition, the Council is currently undertaking a review of city centre parking charges to ensure the prices there are consistent with those being proposed for the CPZs.

Who would qualify for permits?

- **Residents** – permits will be issued to all eligible residents within the zone.
- **Residents' visitors** – residents (whether car-owning or not) will be able to buy an annual visitor permit that would allow unrestricted use of residents' bays and shared bays.
- **Businesses** – would be able to buy permits to allow the use of residents' bays during the operational hours where it can be demonstrated that parking a vehicle close to the business premises is essential for the running of the business. This does not include parking for staff members who commute into the area by car and require all day parking.

How do I apply for a permit?

It is not necessary to apply for a permit at the current time. The Council will contact each resident individually by letter after a decision has been taken on whether to proceed with the scheme. This will include details on how to apply for a permit.

Would the Council make a profit from operating the CPZ?

No. The revenue raised from permits and Pay & Display machines will be used to fund the initial implementation of the scheme and the additional enforcement and administration required once the scheme is in operation. It must be demonstrated that the scheme is self-financing. Any surplus funds can only be spent on transportation improvements in Cardiff.

Will enforcement of parking restrictions be any better under the scheme?

Yes. The main aim of introducing a CPZ is to create restrictions that are more easily enforced. In addition, the level of enforcement in and around a CPZ would also increase. This will reduce inconsiderate and unsafe parking in the area and help resident permit holders and those using Pay & Display parking to have more opportunity to park legally when required. Revenue raised from the scheme will be used to provide extra enforcement.

Controlled Parking Zone Scheme Principles

How will shopping and visiting in the area be affected?

Short-term parking will be properly enforced and this will mean a greater turnover of vehicles in shopping areas. A quicker turnover of parked vehicles will provide parking spaces more frequently making it easier to park in and around the main shopping areas. Dedicated loading bays will also be provided on these streets to allow legal servicing for businesses.

Reductions in illegal and inconsiderate long stay parking in the area will provide more parking opportunities for shoppers and visitors. In addition, the number of dedicated shopping spaces allocated to disabled blue badge holders will be increased around local facilities.

Advantages and Disadvantages of a CPZ

Advantages with the proposed parking scheme:

- Local people will be able to buy a permit and park more easily close to their property, business or the place they are visiting than at present.
- All parked vehicles must display a permit or a Pay & Display ticket, which makes enforcement much easier.
- Money raised from permits, Pay & Display tickets and fines will be used to pay for additional enforcement. Any money left over can only be spent on improvements to transport in Cardiff.
- Introducing angled parking in some streets will provide extra spaces.
- The length of current yellow line restrictions will be reduced in some areas to provide additional parking space (only where it is considered safe to do so).
- Better enforcement of Pay & Display bays in shopping areas will free up spaces, allowing more customers to access local shops.
- The initial scheme would be reviewed and amended regularly to improve the parking further.

Disadvantages with the proposed parking scheme:

- Everyone will have to display a valid permit or Pay & Display ticket to park on-street during the hours of operation.

- There is no guarantee of finding a parking space but the opportunities will be greatly increased.
- There may be a decrease in the number of spaces available for commuters to park legally.
- The new scheme might mean more cars parking in the areas just outside of the controlled parking zone, although enforcement will also increase outside the zone to prevent illegal and inconsiderate parking in these areas.

What Happens Next?

Upon completion of the public consultation exercise all correspondence and returned questionnaires will be analysed and a consultation report will be prepared for consideration by the Council. Councillors will then take a decision whether to proceed to the detailed design stage.

The final stage before implementation is the advertising of Statutory Notices which involves further consultation with statutory bodies such as the emergency services and allows a further period when the public can make formal representations on the proposals. Should the proposals be approved, it is envisaged that the scheme could be implemented by the end of 2007.

Exhibition

Before you fill in the questionnaire, please take the time to visit the exhibition where large scale plans will be displayed to enable you to see what is being proposed for your area in greater detail. The exhibition will be staffed for a period of three days by representatives of Cardiff Council and JMP Consulting and experienced personnel will be available to answer questions regarding the scheme. **The exhibition will be held at Maindy Swimming Pool (Canteen area) for a period of six weeks starting on 20 March 2006 (Normal leisure centre opening hours). Staff will be in attendance between 10am – 9pm, from Tuesday 4 April to Thursday 6 April inclusive.**

If you are unable to attend the exhibition and you require more information before filling in the questionnaire, please telephone the FREEPHONE helpline on 0800 634 9597. A member of the JMP Consulting project team will be available to answer your queries between 10.00am and 4.00pm Monday to Friday.