

APPENDIX B

FROM JULY 2004 ENVIRONMENT COMMITTEE REPORT: DEVELOPMENT OF RESIDENTS PARKING SCHEMES

PROPOSED CHANGES TO OPERATION OF ALL EXISTING AND NEW RESIDENTS' PARKING SCHEMES [RPSs] IN BRIGHTON AND HOVE

Proposed change*	Summary comment
<p>All schemes should be 'shared' and include mixed provision where some bays are for permit holders only, and most other bays are for permit holders and time-limited paid parking.</p>	<p>Provides greater flexibility for residents and businesses by catering for changing demands at different times of day. Change will apply primarily to existing schemes in city centre.</p> <p>Exclusive but short-stay permit schemes could be considered for schemes in purely residential areas and some distance from any significant parking attractor. Exclusive short-term paid parking would apply in retail and business areas.</p>
<p>All on-street parking within RPSs should be charged.</p>	<p>To remove small pockets of centrally located free parking. Confusion caused by numerous different charges should also be addressed.</p>
<p>Schemes should be as large as possible without encouraging internal commuting.</p>	<p>Introduces more efficient enforcement, greater flexibility in use of spaces and less confusion over level of charges - includes aggregation of 8 existing zones in central Brighton into 2 new zones.</p>
<p>Payment for non-permit on-street parking should be by pay and display machine.</p>	<p>More easily understood system that is preferred by public and could also accept credit cards. Provides better all-day access for payment than vouchers, which are also more time-consuming for attendants to enforce.</p>
<p>Underlying RPS restriction times should be 'No waiting at any time' Monday to Sunday.</p>	<p>All parking schemes are covered by a blanket (or underlying) Traffic Regulation Order [TRO] that restricts parking. Spaces are then created within the TRO as an 'exception' to</p>

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	<p>this restriction, making the legal administration and management of schemes much easier.</p> <p>With 7-day a week retail activity and 24-hour a day activities primarily in the city centre, the change will help protect loading spaces, key corridors, vehicle accesses and visibility at junctions.</p>
Permit and shared bays should operate 7 days, 9am to 8pm.	Reduces the 10 or so current operational times to a single period, reducing confusion.
Disabled badge holders would not be allowed to park in exclusive resident permit bays, but those living in the area would be able to buy a permit for an administrative cost.	Reduces pressure on exclusive resident permit bays, particularly in more central areas. Blue badge holders will still be able to park for limited periods on yellow lines and unlimited in shared bays.
Resident visitor permits should be available in all areas.	Removes small areas where permits are not available – primarily central Brighton.
A limit of one resident permit per household should be introduced in those areas where there is a waiting list.	Overcomes inequity whereby several permits may be available to one household and some (such as new homeowners) may have none. Requires appropriate and consistent approach to phasing out of existing multiple-permit households. Will primarily apply to central area.
Limited business permits should be available in all areas.	To be linked to introduction of limit on resident permits, and limited to one per business based on demonstration of essential need.
Parking should be marked as continuous strips, where appropriate.	Provides opportunity to make more permits available than individual bay markings would allow.
All schemes should include provision of at least one secure motorcycle bay in each street.	Gives greater priority to motorcyclists than currently exists.

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* - The principles underpinning these changes will be applied generally, as not all of the proposed changes may be appropriate in some areas. Consideration of local needs and circumstances will remain an important factor in the development of parking schemes. The introduction of revised and new schemes would continue to be subject to public consultation.

