

ENVIRONMENT COMMITTEE MARCH 2008 – PARKING SCHEMES INITIAL CONSULTATION

Excerpt from report regarding extensive lining controls and “light” touch schemes

4.1.1 Officer recommendation is not to extend any single yellow lines as a form of blanket on-street parking restriction. In addition, officer recommendation is that the existing single yellow lines are converted to a proper parking scheme and included with the other Stanford ward areas requesting a scheme.

4.1.2 This is because single yellow lines when used as extensive parking restrictions cause the following problems:

- They can stop residents parking on their own street. Single yellow lines can cause serious problems for residents who have no off-street parking and cannot always be available to move their car twice a day. For example, shift workers or those who do not use their car regularly every day for purposes such as driving to work.
- They can cause serious displacement to other areas. Single yellow lines completely deter commuters from the area but because no alternative parking options (such as Pay & Display) are provided, the commuter vehicles are likely to move to an adjacent area, thus repeating the parking problems in the next neighbourhood.
- As individual schemes, they are not financially viable. The council needs to enforce this nearly as often and with as much resources as a full scheme, but does not receive any income from residents or Pay & Display to support this.
- They can be confusing to visitors and people new to the area, and confusing to enforce. Because the restrictions are confusing, non-residents tend to avoid these areas and park elsewhere, thus increasing displacement to neighbouring streets.

4.1.3 For similar reasons, officer recommendation is to provide full parking schemes where possible. “Light” touch schemes, which allow resident parking only for 2 hours a day, also have problematic effects:

- They can cause serious displacement to other areas. The residents’ only hours completely deter commuters from the area but because no alternative parking options (such as Pay & Display) are provided, the commuter vehicles are likely to move to an adjacent area, thus repeating the parking problems in the next neighbourhood.

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- As individual schemes, they are not financially viable. The council needs to enforce this nearly as often and with as much resources as a full scheme, but does not receive any income from Pay & Display to support this.
- They can be confusing to visitors and people new to the area, and confusing to enforce. As above, any non-residents (not just commuters) tend to avoid these areas and park elsewhere, thus increasing displacement to neighbouring streets.