

Warwickshire County Council
Department of Environment and Economy

Parking Policies

Introduction

The following policies were agreed by the County Council's Cabinet at its meeting in July 2007. They set out the general approach of the County Council. However, each case will be considered according to its particular circumstances to see if an exception is required.

- 1. Waiting Restrictions**
- 2. Residents Parking Schemes**
- 3. Parking Bays for Disabled People**
- 4. Footway Parking**

1. Waiting Restrictions

1.1 The control of on-street parking by the use of waiting restrictions is one method of seeking to achieve the following objectives:-

- (i) Making the most effective use of the existing road network having regard to the competing demands placed upon it
- (ii) The reduction of road accident casualties
- (iii) Minimising delays and congestion on the main road network.
- (iv) Reducing the intrusive effects of traffic on the environment

1.2. Proposals for new waiting restrictions should be considered against the following policy guidelines:-

- (i) where injury collisions at actual problem sites can be reduced;
- (ii) where congestion on important traffic routes can be reduced;
- (iii) where parking control is essential in association with traffic management measures in accordance with the County Council's Local Transport Plan objectives.
- (iv) where serious disruption of commerce or industry is caused by parked vehicles;
- (v) where time limited restrictions are necessary to support the economic viability of an area;
- (vi) where the route to obvious high fire risk premises (e.g. a hospital or school) would be obstructed;
- (vii) where they are an integral part of an approved Residents Parking Scheme;
- (viii) where major problems in residential areas during the working day are created by commuter/shopper parking but a residents parking scheme does not apply.

2. Residents Parking Schemes

2.1. Residents Parking Schemes are intended to deal with the problems caused by commuter or shopper parking in residential streets adjacent to town centres and other locations, such as railway stations.

2.2. Proposals for new residents parking schemes should be considered against the following policy guidelines:-

- (i) The streets should be located in or adjacent to a town centre or other major commuter/shopper attraction.
- (ii) The streets included shall be predominantly residential in nature.
- (iii) The streets shall form a group in an identifiable area rather than individual streets in isolation.
- (iv) It should generally be demonstrated that the majority of the available kerbside parking space is regularly occupied by non-residential parkers and also that a significant number of the properties do not have parking space within the curtilage.
- (v) The schemes shall be a “shared scheme” with the streets controlled by an on-street parking order with limited waiting for the general public (the duration of which will be determined by the particular site circumstances relating to the street or area concerned) and unrestricted waiting for vehicles displaying a permit.
- (vi) The hours of operation of the Residents Parking Scheme will be determined by considering the hours of operation of other limited waiting in the area, if any.

2.3. The issue of residents permits will be subject to the following principles:-

- (i) Permits shall be restricted to the keepers of vehicles categorised as cars, light vans or motor cycles.
- (ii) Permits will be available to domestic residents of the street or area.
- (iii) In the case of properties which are established as “Bedsits” or are registered as Houses of Multiple Occupation the general rule will be that permits will be limited to one per letting room. Otherwise the number of permits issued per household shall be determined separately for each scheme by considering the conditions applying in the streets concerned and subject to any particular planning conditions relating to parking permit eligibility which may in place.
- (iv) A “Visitors Permit” may be issued to each household and to the owner of any holiday home registered with the Heart of England Tourist Board.
- (v) The issue of permits will be restricted to residents of the streets in which the parking places are located unless it can be shown that the scheme would not be overloaded by the issue of permits in adjacent streets, when justified.
- (vi) A charge will be levied for each permit. The amount will be based on the costs or anticipated costs of administering the scheme and may be varied as required.

2.4. Permits will also be available as follows:-

- (i) Registered Guest Houses
- (ii) Carers
- (iii) For the customers of established garage businesses

2.5. Other “Exemption” permits will be allowed subject to it being demonstrated that this would not compromise the main objectives of the scheme.

3. Parking Bays for Disabled People

- 3.1. Formal parking bays for disabled people, with time limited waiting if required, will be provided where there is a demand for reserved parking for blue badge holders in general such as post offices, libraries and other public buildings and in town centres.
- 3.2. Formal parking bays for blue badge holders in residential areas will be provided, at no cost to the applicant, subject to a demonstrated need and the normal process for a Traffic Regulation Order (TRO).
- 3.3. Informal parking bays will be provided, at no cost to the applicant, for the use of a disabled person outside his/her residence where there is no TRO in force.

4. Footway Parking

- 4.1 The County Council will, whenever possible and within existing budgets, take action to prevent or discourage the parking of motor vehicles on footways.
- 4.2. No requests to formalise parking either wholly or partly on a footway will be considered:-
 - (i) On roads in shopping and other busy pedestrian areas
 - (ii) Outside schools, play areas, libraries, hospitals, health centres and residential homes for the elderly or other places of public assembly.
 - (iii) Any road where vehicles would have to park on a grass verge
 - (iv) On any footway which is paved or where the height of kerbs is greater than 75-80mm.
 - (v) Where there is sufficient carriageway parking in a residential area to meet the normal demand or where residents can provide off-street parking but have chosen not to do so, or do not use existing off-street parking places for a variety of reasons not considered acceptable on highway, traffic or amenity grounds.
- 4.3. Requests to formalise parking either partly or wholly on a footway in a residential area will only be considered against the following policy guidelines:-
 - (i) The footway parking is necessary to provide sufficient parking spaces to make a residents parking scheme viable and footway parking is already taking place.
 - (ii) The parking of vehicles wholly within the carriageway would compromise the carriageway width available for emergency services or refuse vehicles or other regular users of the road.
 - (iii) A minimum footway width of 1.5 metres must generally be available for pedestrians. However, this could be reduced to 1.2 metres at some pinch points.