

## Pay & Display and Permit Parking

### Statement of Reasons

Due to various developments including the conversion of large town houses and former public buildings into residential flats it has become necessary to redefine the eligible address points in the aim to address the increasing pressure on available permit spaces and avoid the resident permit schemes being overwhelmed. These proposals will define exact residential address points instead of the generical 'All properties' thus stopping the new developments automatically becoming eligible for permit parking.

Along with the eligibility consideration was taken with regards to any possible increase in highway space that could be utilised for the use of 'Permit Parking' whilst still providing short stay 'Pay and Display' and Free Limited Waiting parking within the city centre taking into account the increased demand for parking in the city centre from visitors to the city.

All the Preston Permit Zones were reviewed with the following amendments being proposed:

**AV1 review** following site visits in response to requests from residents and the local Councillors to address the lack of available permit parking within the area it is proposed to extend the 'AV1 Permit Holders Only Bay on Glover Street and remove the current Pay & Display on Starkie Street, converting the spaces to 'AV1 Permit Holders Only' resulting in a further 14 available Permit spaces.

In addition to the review of the permit bays within the AV1 area consideration was taken with regards to the renewal of the city in relation to the availability and cost of short term on-street Pay & Display Parking within close proximity to the City Centre. This includes the following proposals creating a further 30 spaces:

- Cross Street – It is proposed to convert the two Limited Waiting Bays and utilise the area where the temporary Bus Stop was placed to Pay & Display parking.
- Camden Place – It is proposed to convert the Limited Waiting Bay between Winckley Square (south) and Back Starkie Street to Pay & Display parking.
- Guildhall Street – It is proposed to introduce additional Pay & Display parking at the junction of Cross Street.
- Winckley Square (west) – It is proposed to introduce additional Pay & Display parking on the west side of Winckley Square (west) next to the EV charging bays.
- Winckley Square (south) – As the majority of Winckley Square (south) is pay & display parking, to avoid confusion it is proposed to amend the small Permit bay at the junction of Starkie Street to Pay & Display.
- Garden Street (located within the AV3 Zone) – It is proposed to re-introduce pay & display parking on the south side of Garden Street where the original pay & display was located prior to being removed to allow the opening up on the Fishergate Car Park back entrance.
- St Wilfrid Street (located within the FS1 Zone) - As the majority of St Wilfrid Street is pay & display parking, to avoid confusion it is proposed to amend the small Permit bay at the junction of Charnley Street to Pay & Display.

These changes, as shown on the plan, will increase the parking provisions in the city centre and ensure there is a regular turnover of parking spaces to enable residents, shoppers, visitors, and workers access to the city. Long Stay parking is also available in the Car Parks on the perimeter of AV1, AV3 and FS1 Permit Zones.

**AV2 review** following extensive site visits it is proposed to introduce sections of No Waiting at Any Time around the build-outs to deter parking and introduce the signing of 'AV2 Permit Holders Only' past this point to assist in combating the vandalism of signs in the area and assist in effective enforcement.

**DP1 review** following extensive and significant correspondence and a full informal consultation along with liaison with the County Councillor it is proposed to increase the zone to include Church Avenue, Beaconsfield Avenue , Fishwick Parade and Iddlesleigh Road, introducing further Permit parking areas along with a section of Limited Waiting of 2 Hours No Return within 2 Hours and No Waiting at Any Time restrictions. These proposals will allow for 'Past this point' signing to assist with effective enforcement of the area to combat inappropriate parking from the garages.

**BG1 New Permit Zone** The purpose of these proposals are to address significant and obstructive parking issues which have been identified impacting on the residential area of Grafton Street, Lauderdale Street, Hind Street, South Meadow Street and rear of Grafton Street Nos.8-66. Various external factors including local Train Station / County Hall / Avenham Park / Miller park & Events / Cricket Club / Mosque / All Weather Pitch / Bowling Green establishments remove over half of the normally available parking space for a significant period of the day when residents are wishing to park therefore a residents permit parking area is proposed.

The No Waiting at Any Time restrictions are proposed in conjunction with the permit parking area to address road safety concerns at pinch points and junctions.

The proposal also formalises the existing Disabled Bays and proposes a change to the existing Loading Bay to a Goods Vehicle Loading and Unloading only Mon – Sat 8am – 6pm which will enable effective enforcement freeing up the dedicated disabled bays for blue badge holders, whilst ensuring the loading bay is available for deliveries without obstruction from blue badge holder parking.

**BR1 review** following a review of Limited Waiting bay usage in the area it was determined that the area would benefit from converting the Limited Waiting Bays on Balcarres Road and Briggs Road to 'BR1 Permit Holders Only' resulting in a further 9 Permit spaces.

**CR1 review** following site visits to the area it is proposed to convert the Limited Waiting Bay on Marsh Lane to a mixed Limited Waiting and Permit Holder parking place resulting in a further 3 available Permit spaces.

**HC1 review** following site visits to the area it is proposed to convert the current Limited Waiting bays on Ashmoor Street (between Brook Street and Adelphi Street) which due to the new road layouts are no longer fully utilised to 'HC1 Permit Holder Only' bays resulting in a further 11 available Permit spaces.

**HR1 review** following site visits in response to requests from residents regarding the lack of available permit parking within the area it is proposed to convert a number of Limited Waiting Bays on Christ Church Street and Harrington Road to 'HR1 Permit Holder Only' parking resulting in a further 13 available Permit spaces.

**HS1 review** following site visits to the area it is proposed to extend the current permit bay on College Court resulting in a further 2 Permit spaces.

**MB1 review** following extensive site visits reviewing the Limited Waiting bay usage in the area it was determined that the area would benefit from converting the Limited Waiting on Abbey Street, Ashton Street and Carleton Street to 'MB1 Permit Holder Only' Bays resulting in a further 12 available Permit spaces.

**ML1 review** following a review of the permit uptake for the area it is proposed to remove the current eligible properties located on Lancaster Road which are over 150 metres away from the only Permit Holder Bays which are located on Crown Street resulting in sufficient available space for the Crown Street residents.

**QR1 review** the QR1 Parking Zone was originally introduced due to the parking problems associated with the Cattle Market/abattoir and therefore permits were given to the residents free of charge to park on the double yellow lines – The cattle market has been a long time gone and therefore the original problems are now not present.

Unfortunately, although the current traffic regulation order and road markings are, on the face of it, clear, the issue of parking permits and the exemption operated in practice substantially blurs the issue. Even for non-permit holders, the fact that local residents park there regularly with impunity creates some ambiguity.

To address these issues, the County Council is proposing to revoke the existing permit scheme and the No Waiting at Any Time restrictions and following an informal consultation proposes to introduce new No Waiting at Any Time restrictions to address road safety concerns at junctions.

**SA1 review** following receipt of multiple concerns from the MP and County Councillor on behalf of residents requesting increased permit spaces a full review was undertaken resulting in the realigning of the Permit bays on Oxford Street taking into account driveways and removing the Permit Bay and redundant Doctors Bay located adjacent to driveways on Berry Street. It is also proposed to convert the Limited Waiting on Charlotte Street to mixed Limited Waiting and Permit Holder Parking overall resulting in a further 7 available Permit spaces.

**SM1 - St Marks Zone review** – The original restriction of No Waiting Mon-Sat 8am-6pm except Permit Holders was introduced due to parking from staff at the old BAE and GEC on Strand Road which have since closed. With the appointment of the Resident Permit Officer, it was decided to undertake a full informal consultation with residents to form a view on whether a 'Permit Holders Only' restriction was still required due to the closing of the businesses. Following responses to the informal consultation it was agreed that the restriction would be removed in areas which are suitable for parking, however introducing No Waiting at Any Time at junctions and areas that parking would be dangerous along with keeping the existing Limited Waiting Bays within the area.

**SP1 review** following extensive correspondence from the County Councillor and Residents of the area with regards to the lack of permit spaces and enforcement, site visits were undertaken resulting in proposals to increase Permit Spaces by converting some of the Limited Waiting to Permit Bays creating further 40 Permit parking spaces. These consist of the following:

- St Pauls Road (north western leg) – following the closure of Red Rose Radio it is proposed to convert the Limited Waiting at the junction of Ring Way to SP1 Permit Holders Only along with amending the Limited Waiting Bay between Egan street and St Pauls Road to allow for both Limited Waiting and Permit parking creating a further 12 available permit spaces.
- East Street – It is proposed to amend the two bays located towards the junction of Holstein Street to allow for both Limited Waiting and Permit parking creating a further 4 available permit spaces.
- Holstein Street – It is proposed to extend the current Permit bay located between East Street and Hopwood Street by 6 metres creating a further available permit space.
- East View – It is proposed to amend the current Limited Waiting Bay outside nos.16-17 to allow for both Limited Waiting and Permit parking creating a further 3 available permit spaces.
- St Barnabas' Place – It is proposed to extend the current Permit Bay creating a further 5 available permit spaces.
- Stanleyfield Road – It is proposed to convert the Limited Waiting Bay located between Noor Street and Meadow Street to SP1 Permit Holders Only creating a further 4 available permit spaces.
- St Ignatius Square – It is proposed the convert the current Limited Waiting Bays to SP1 Permit Holders Only creating a further 5 available permit spaces and also allowing for effective 'Past this point' signing to assist with effective enforcement.
- Shaw Street - It is proposed the convert the current Limited Waiting Bays to SP1 Permit Holders Only creating a further 6 available permit spaces and also allowing for effective 'Past this point' signing to assist with effective enforcement.

**WC1 review** – following site visits in response to extensive requests from residents regarding the lack of available permit parking within the area it is proposed to convert the Limited Waiting on the southwest side of West Cliff between Fishergate Hill and Cliff Street to WC1 Permit Holders Only creating a further 8 available spaces. This proposal also redefines the Limited Waiting and Permit Bays located at the far south eastern end of West Cliff to allow for effective enforcement.

### **Supporting Parking Restrictions**

In addition to the Permit Zones and City Centre Pay & Display reviews the proposal also redefines the descriptions of the existing restrictions in the area to allow for effective enforcement along with introducing some additional No Waiting and No Loading restrictions where parking would compromise safety.

The purpose of these proposals are to clarify, simplify and tidy up the Orders to improve the safety of all highway users (including pedestrians) whilst providing parking amenities where necessary.

### **Amendment to Designation Order**

Following a review of the current on-street parking spaces it is proposed to increase the charges to a higher price than compared to car park prices at the same location to encourage visitors to the city to use the off-street parking facilities as far as possible in preference to parking on-street.

This will generate a higher turnover of cars giving all residents and visitors better access to local businesses.

### **REASONS UNDER Section 1 of the RTRA**

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
- (f) for preserving or improving the amenities of the area through which the road runs, or