



Policy guidance

Resident's Parking Policy

24/01/2024

Introduction

This is an explanatory note to accompany the [Traffic Management Parking Policy Statement](#) (approved by Cabinet in 2016) and the [Cornwall Transport Plan](#) (approved by full Council in 2022) to provide further detail on residents' parking policy relating to how requests for residents parking zones will be managed.

This guidance note was approved by the Service Director for Connectivity and Environment on 24 January 2024 in consultation with the Portfolio Holder.

Background

It is not the responsibility of the Highway Authority to make provision on existing roads (new or historic) for residential parking, however the Council has a role in guiding and regulating the design of new highways and development and managing traffic (including parking on roads) to address road safety, congestion, access issues and to support safe walking and cycling.

Residents parking schemes have been used as part of a toolkit for traffic management in Cornwall since 2008. They can be most applicable where there are high levels of commuters or other long stay visitors parking on-street which can cause traffic management issues and result in residents being unable to park within the vicinity of their home. Schemes need to be developed in the context of the whole geography of the area, not as small isolated proposals.

With high levels of car ownership and limited off street parking in some residential areas demand from residents for on-street parking can exceed the available on-street capacity. In these circumstances a residential parking scheme intended to deter non-resident parking would not generally be suitable.

There are residents parking schemes in six towns in Cornwall (St Ives, Truro, Newquay, Portwrinkle, Launceston and Kingsand/Cawsand). These have been introduced gradually since 2008 as part of strategic parking reviews, with schemes developed in response to parking issues including pressure caused by commuters (e.g. Truro) and visitors (e.g. St Ives), identified by local communities and members.

Lessons learnt from previous schemes

Lessons learnt from introducing previous schemes is that developing residents' parking schemes is a lengthy and expensive process which often delivers a scheme that does not satisfy all users of the area (mainly due to costs of, and terms and conditions on, permits).

Residents often start with unrealistic expectations of what solution a scheme can deliver and intensive communication is required with both those requesting the scheme and others who may be affected by the impacts of such a scheme to clearly explain the implications and terms and conditions that will apply.

Whilst schemes can be very effective at removing non-residential long stay parking from a specific area, the resultant scheme can be intensive and expensive to operate, due to the need to identify and accommodate the wide range of users who are eligible to park. The schemes can result in extensive lengths of empty roads with residents choosing not to park on street. Displacement parking to areas not within the zone can also occur, even when a strategic scheme has been developed. Permit income does not always cover the cost of implementing and operating a residents' parking scheme.

In addition to the schemes that have been introduced, many others have been investigated and consulted upon, costing both time and finances, but resulting in a lack of consensus on a solution to the parking problem. A town parking review that commenced in 2016 explored introducing residents parking in Bude, Wadebridge, Newquay, Truro, Falmouth & Penryn, St Ives and Penzance but failed to reach consensus on suitable schemes in all of the towns except Truro and St Ives.

Permits for residents in car parks

A new scheme to allow residents of Cornwall to purchase a season ticket for the majority of long stay car parks with a 50% discount of the advertised price will be introduced in April 2024. This measure provides an alternative solution for those without their own off-street parking and can help reduce pressure on on-street parking.

Residents' Parking Policy

The following policy position is based upon the Traffic Management Parking Policy Statement (2016) and Cornwall Transport Plan (2022) but adds further detail around how requests will be managed.

Residents' parking schemes are often controversial and rarely resolve all the parking problems in an area. They are also expensive to implement and run. Therefore we will seek alternative solutions to the issues and only consider new or extended residents' parking schemes where:

- There is evidence of local support for the scheme from residents and councillors
- There is evidence of traffic management issues that a scheme will resolve
- Potential funding sources are identified

- The scheme supports the transport strategy for the area
- The scheme is strategic in nature and will not result in displacement parking (introducing small scale schemes often push the non-resident parking into adjacent streets)
- The scheme is enforceable (enforcement of remote schemes not on existing enforcement routes may not be feasible)

Residents' parking zones (RPZs) can achieve a reduction of pressure on on-street parking within an area, however, consideration should be given to a number of implications:

- It does not guarantee a parking space for everyone and in areas where the issue of parking is caused by the sheer volume of residents' vehicles it may not increase the opportunity to park.
- Where the number of resident vehicles is anticipated to exceed the available space on road, the use of off-street car parks overnight may be considered as an alternative where appropriate.
- To prevent commuter parking migrating to neighbouring residential areas, Cornwall Council will not consider residents' parking on a piecemeal approach;
- To reduce the volume of vehicles parked on street, a limit in the number of permits available per household will be introduced as part of any scheme;
- Permits are non-transferrable to prevent them being used by non-residents
- The permit schemes will be paperless for most users with enforcement being conducted by Number Plate Recognition technology.

Terms and Conditions

Provisions are made within residents' parking schemes for visitors, carers, blue badge holders, local businesses, motorcyclists, hotel and B&B providers. Details on who is eligible for a residents parking permit and how to apply for one are set out on our [Resident Parking Permit](#) web pages.

New requests for Residents Parking Schemes

In order to effectively manage future requests for new or extended residents parking schemes the following application process should be followed:

1. Locality wide scheme request made to Highway Network Manager with:
 - a. Explanation of traffic management reasons
 - b. Evidence of local support from residents, such as a petition or local survey, based on understanding of terms and conditions
 - c. Support of local and adjacent Cornwall Councillors
 - d. Indication of how scheme would be funded
 - e. Justification that it will not displace parking to neighbouring streets

- f. Evidence that residents understand the terms and conditions of resident's parking schemes, and limitations related to these, e.g. through copies of community surveys, correspondence etc.
2. Highways Network Manager in consultation with Transport Planning and Strategy team and Parking Services to undertake an initial assessment of feasibility and viability of scheme taking into account criteria set out in the Cornwall Transport Plan and any local strategy or place shaping proposals. Should the scheme be considered to be in accordance with policy and feasible, funding for further phases of feasibility and pre-consultation must also be identified at this stage.
 3. Mandatory Pre-consultation exercise to be undertaken by Cormac Ltd to identify if there is a majority support for the scheme from residents (at least 30% response rate with over 55% in support) in full light of the limitations, terms and conditions of a RPZ, costs and area affected.
 4. Should sufficient support be demonstrated at pre-consultation, Cormac to produce draft designs in association with stakeholders and provide fee and works costs. Further assessment will be made to ensure income from permits will cover cost of delivering and running scheme or alternative source of funding is available to cover capital costs.
 5. Proposed scheme approved or declined by Service Director for Environment and Connectivity in consultation with Portfolio Holder.
 6. If all gateways above passed, final scheme will undergo a Traffic Regulation Order (TRO) public consultation prior to delivery.

Funding

Local Transport Plan

There is no funding allocated in Local Transport Plan (LTP) programmes for Residents' Parking Schemes. However, nominations can be made when funding programmes are being developed. They will be assessed against the LTP criteria (see page 90 of the [Cornwall Transport Plan](#)) and will be prioritised against other nominations. It should be noted however that schemes that focus solely on provision for private vehicles will not be scored favourably in line with our modal hierarchy.

Community Area Partnerships (CAP) Highways schemes

Residents' Parking schemes (and feasibility studies for RPZ) will no longer be eligible for CAP Highways funding due to the need for these schemes to be considered on a strategic rather than local basis. These schemes are often complex in nature, cost more than the available CAP budget and can result in delay in the delivery of the CAP Highways scheme programme.

Permit prices

Pricing for RPZ permits will be reviewed periodically and increased in line with RPI.