

Resident parking scheme – FAQs

Taken from council consultation documents in the following proposed parking zones in Cambridge: Accordia, Newnham, Staffordshire and Coleridge West

[Why is this being considered in my road?](#)

Residents have told us about their difficulty in parking close to their home due to parking by non-residents, such as commuters. One of the best ways of tackling this would be with an RPS. As there is some support for a parking scheme in your area, the Council wants to find out what everyone thinks and whether there is local support for the proposed parking restrictions.

[What percentage is required for a scheme to progress to the next stage?](#)

For a RPS to proceed past this initial public consultation stage, there is a requirement that above 50% of returned responses are in favour of the proposed RPS. If a scheme is supported, the next stage is to follow the permanent Traffic Regulation Order process which include publishing formal notices and carrying out the statutory consultation. This provides a further opportunity for residents and others to have their say. Any objections at this stage would be considered by the Cambridge Joint Area Committee. For more information on the process please see [our Traffic Regulation Order webpage](#)

[Can permit holders park anywhere within the scheme and or a Parking Permit Area](#)

Yes. Resident permits entitle you to park in a designated permit holder's bay within the respective schemes during the operational hours of that scheme.

As a PPA is an area which has no road markings but entry signage and repeater signs which advise that this area is a Residents Parking Area, you are entitled to park anywhere where parking is unrestricted

[Why and where are double yellow lines used, surely that will reduce the amount of parking spaces?](#)

Double yellow lines are necessary to ensure roads are wide enough for traffic to flow freely and for large vehicles such as emergency vehicles and refuse trucks to pass. They are used to ensure no parking at any time in these areas. This could mean that the introduction of a RPS will result in fewer spaces being available in your road. However, it must be remembered that the scheme would remove non-resident parking, which should free-up space for residents.

[Can single yellow lines be used in place of double yellow lines?](#)

A permit will entitle you to park in the designated permit holder bays during the operational hours of the scheme. It will be necessary to have some yellow lines to ensure

that drivers of larger vehicles, such as emergency vehicles and refuse trucks are able to get through. A permit does not allow you to park on double or single yellow lines whilst they are in force.

[Why are so many signs required?](#)

It is essential that drivers are aware of where they can and cannot park. Generally speaking, where parking is permitted, the areas will be marked out as white boxes with upright signs alongside. Where parking is not allowed, yellow lines are used. Double yellow lines always mean no-waiting at any time, so do not require upright signs. Single yellow lines mean no-waiting over a shorter period, for example, 'Mon to Sat 8am to 6pm', and do need signs.

Some areas may need more signage than legislation requires due to the nature of the area and the expectations of the Traffic Penalty Tribunal to ensure signs are clearly visible to all road users. If any part of a scheme is deemed to be unclear, the scheme as a whole would be unenforceable.

[Will enforcement be carried out on double yellow lines, pavements and verges?](#)

Yes. If a scheme is introduced, the Council's Civil Enforcement Officers will be able to issue penalty charge notices where vehicles are parked in contravention of any restrictions. As a general rule, parking restrictions apply to the full extent of the highway, including adjacent verges and footways, as well as the road itself.

[Can pavement parking be introduced or removed?](#)

The Council receives complaints about parked cars blocking footways for pedestrians, pushchairs and wheelchairs. We will not introduce a parking scheme that allows parking on the footway and forces vulnerable road users to walk in the road. The exception to this is in streets where such an arrangement is already in place and spaces have been formally marked as such.

[How are local businesses being protected?](#)

In most RPSs we allocate short-stay pay and display and/or limited waiting spaces near to shops and other business premises to encourage a regular turnover of parking. Businesses operating within a RPS may, at the discretion of the Council, be considered eligible for a permit. The charge applied will be considerably higher than for residents' permits.

[What allowances are in place to help carers visiting the area?](#)

Resident who requires regular visits from relatives or services on medical grounds may apply for unlimited free medical visitors' permits. For information on permit types, please visit [our resident permit webpage](#).

[Do disabled Blue Badge users require a permit?](#)

Blue badge holders can park without a permit in a residents parking area, for an unlimited amount of time, when displaying a valid blue badge. The standard exemptions apply to any yellow lines where a loading/unloading ban is not in operation, i.e. blue badge holders can park on them for up to 3 hours.

[Do motorbikes need a permit?](#)

Yes. Motorbikes need a permit when parked within designated resident bays or Parking Permit Areas.

[Will trader's permits be available?](#)

Yes. If you are a tradesperson who is working on a property within a parking permit scheme and can demonstrate a clear operational need for your vehicle to be parking in that restricted area, you can apply for a tradesperson parking permit. Permits can be purchased on a daily, weekly or monthly basis. These permits will be available from April 2018.

[Why is there a charge for permits and where is this income used?](#)

As RPS directly benefits those residents that live in the streets covered by the proposed scheme, the cost of permits should be borne by the residents and not the Council.

RPSs are not designed to generate an income for the County Council. Permit fees are set at a level to cover all associated scheme costs including those related to the enforcement, administration and the development of schemes. Any surplus generated will be used to develop the service provided.

The [Greater Cambridge Partnership](#) have committed to covering the costs associated with the implementation of these schemes including these consultations.

[How is displacement being managed?](#)

We are aware that when parking schemes are introduced in residential areas, this can lead to drivers choosing to park in streets that are outside of the scheme. The proposed schemes consist of clearly defined blocks of streets to deter, as far as reasonably practical, the migration of parking into surrounding streets.

As part of the Greater Cambridge Partnership, a range of transport solutions are being pursued which are designed to offer alternative modes of transport for those traveling in and around the city. These should reduce the number of drivers seeking parking in residential streets. For further information visit [the Greater Cambridge Partnership website](#).

[Can the amount of permits allowed be changed?](#)

Yes. Whilst the Residents Parking Policy limits the number of permits to maximum of 3 per household. This can be reduced with the agreement of the relevant County Councillor

[Can I apply for a permit for a hire or short term lease car?](#)

Yes. Temporary permits are used when residents within a scheme are awaiting documentation to apply for an annual permit or when residents are using courtesy/hire cars. Permits for hire cars can be purchased on a weekly, monthly or quarterly basis. These permits will be available from April 2018.

[Will electric charging bays be introduced?](#)

Electric vehicle charging points will not be implemented as part of the current parking scheme, but the County and City Councils are currently considering the wider provision of on-street charging infrastructure. Therefore, it is possible that electric vehicle charging points, including allocated parking bays, may be provided at a future date.

[Can coaches be banned from an RPS?](#)

Permits are only available to owners of private cars and small vans. Coach companies will not be eligible to apply for permits.

[Why can't Park and Ride and bus facilities be further subsidised?](#)

As both the Park and Ride and the buses in and around Cambridge are commercial services, the Council is not currently in a position to further subsidise these services. This is however reviewed annually.

The Greater Cambridge Partnership aims to implement initiatives which will reduce the level of traffic coming into Cambridge by increasing the number of Park and Ride sites around the city and improving local bus services. For further information visit: <https://www.greatercambridge.org.uk/>.

[Will private parking areas be protected?](#)

The RPS will only be installed on Public Highways. Parking on private land cannot be enforced under the scheme.

[Can dropped kerbs be restricted or introduced?](#)

Existing dropped kerbs will not be removed or restricted unless there are safety reasons to do so. Dropped kerb applications can still be submitted after the installation of an RPS and would be reviewed in line with standard procedure.