



Cyngor Bwrdeistref Sirol
MERTHYR TUDFUL
MERTHYR TYDFIL
County Borough Council

MERTHYR TYDFIL COUNTY BOROUGH COUNCIL
APPLICATION FOR A RESIDENTS' PARKING SCHEME – PROCEDURE,
CRITERIA AND GENERAL INFORMATION

A - PROCEDURE/CRITERIA

1. Following the receipt of a request to introduce a residents' parking scheme into a street or an area, a small questionnaire would be sent to residents to determine their views on the scale and extent of the problem and to ensure all would support the request.
2. A small survey would be done by visiting the street on 4 separate occasions over a two week period varying both the time of day and day of week of visit. Should the available street parking be 85% occupied over the average of the four visits then it would be considered that the street was eligible for a scheme to be introduced. The survey would also determine whether properties had rear access for parking, facilities for parking within the curtilage of properties or whether there is off street parking in close proximity. If this is found to be the case then the street becomes invalid for a parking scheme.

B - GENERAL INFORMATION

1. A residents' parking scheme offers greatest benefit when:-
 - The street/s under consideration for a scheme are in close proximity to a town centre, large employment area, transport hub, retail park or other establishments or areas which cause parking capacity to be an issue due to non-resident parking.
 - Opportunity for residents to park in their street is restricted by non-resident parking.
2. Areas reserved for residents' parking would not be concentrated together but be spread along the length of the street and no guarantee of a personalized space outside a specific property.
3. Spaces would not be allowed outside commercial premises; outside vehicular access points to properties; where orders such as double yellow lines are in force; close to junctions; any part of the street where they would pose a problem to highway safety.

4. Consideration would need to be given to ensure that the 'ripple' effect of non-permit holders onto neighbouring streets is acceptable and will not adversely effect residents on neighbouring streets.
5. On narrow streets parking would be allowed on one side of the road only and consideration given as to whether the street should be made one way.
6. Further consultation would be undertaken by sending residents a small consultation document containing plans and details of a proposed scheme. Residents would be asked to return a small questionnaire asking for comments.
7. A scheme would require a traffic order to cover the reserved areas together with any other traffic orders necessary and once these have been advertised and made the scheme could be implemented.
8. Only residents displaying a current permit would be allowed to park in the reserved areas. To obtain a permit a resident must provide proof that they own and drive a vehicle with a maximum of two permits being allocated per household comprising the following combinations:-
 - Up to 2 residents permits
 - 1 resident/1visitor permit
 - 1 visitor permit
9. A permit does not provide an individual parking space nor guarantee the right to park near to any specific property. Depending upon the number of permits applied for and capacity, there is also no guarantee that there would be sufficient space to park in the street.
10. A permit would be valid for 12 months but should be changed if the vehicle is changed. No permit will be issued for a vehicle that exceeds 30 cwts unladen weight.
11. The Council would be responsible for issuing the permits. There will be an administrative resource implication for issuing permits and the cost is currently £34 per permit and reviewed annually.
12. The cost of implementing a scheme can vary considerably. A traffic regulation order would be required including traffic signs and road markings.
13. The enforcement of the scheme would lie with the Council's Civil Enforcement Officers and patrolled on a rota basis possibly not every day.