

County Surveyors Society Wales 2008 Parking Standards: Parking Guidelines Consultation Responses

Respondent	Comments	Council Response
Barry Town Council	Barry Town Council has considered the designated parking zones as applied to the Barry area and question why areas of Barry Island are designated as Zone 6 (Deep Rural) and not as Zone 3 (Urban).	<p>In preparing the parking zone boundaries, officers utilised the existing residential settlement boundaries of the Adopted Unitary Development Plan 1996 – 2011 (UDP) as a basis for defining the parking standard zones. The residential settlement boundaries were considered to offer practical and established boundaries on which to base the parking standards zones.</p> <p>Given that the Council is currently preparing a Local Development Plan (LDP) that will replace the UDP upon adoption, it was intended that the zones would be reviewed upon the adoption of the LDP and would seek to incorporate all relevant changes detailed in that document.</p> <p>Notwithstanding the above, it is accepted that the designation of the parking Zone 4 to exclude a large part of Barry Island appears inconsistent with other zone designations and it is proposed that the zone is amended so that all of Barry Island is included within Zone 4 Suburban rather than Zone 6 Deep Rural. This amendment is shown in Plan 1 attached.</p>
Penarth Town Council	<p>The Town Council</p> <ul style="list-style-type: none"> • note that you are not consulting on the Standards nor the Zone definitions themselves but only the fine grain of zone boundaries. • note that in relation to some uses – residential uses in particular- zones are often aggregated. • note that standards are maxima and should be considered in conjunction with public transport opportunities, alternative parking provision and economic development. <p>We have two comments: Residential uses In terms of residential use the aggregation of Zones 2-6 across Penarth</p>	<p>The CSS Wales 2008 Parking Standards have been prepared, reviewed and endorsed by local authorities throughout Wales and the four regional transport consortia. Therefore, while the comments of the Town Council in respect of the specifics of the parking standards are noted, these issues do not form a part of the consultation.</p> <p>With regard to the issues raised by the Town Council in respect the issues involved in on street service delivery, while the Council is sympathetic to the problems associated with service delivery vehicles it is considered that this is a matter that is more appropriately addressed through the assessment of</p>

	<p>mean in practice outside the town centre (Zone 2) standards are the same so do not attract comment in relation to boundaries. Shop Provision – Zones 2-3 The Council have particular concern that, given the difficulty or impossibility of providing operational parking off the highway for established or new retail uses, these provisions need to be supplemented by standard requirements for service delivery e.g. between 8-9.30 am. Presently large delivery vehicle's cause obstruction and occupy the existing parking provision at all times of the day. The Town Council has consulted its community in producing the basis for prioritising the content of a Place Plan and the availability of parking consistently tops concern of both customers and existing businesses. A more regulated service delivery regime would be essential in increasing the parking efficiency of the town. This will clearly also call for enhanced and consistent parking enforcement. We suggest that this SPG, following the spirit of some of the references quoted in the Preamble to the Standards e.g. Manual for Streets, should incorporate a supplement dealing with the regulation of service delivery vehicles in the town centres.</p>	<p>planning applications for new retail premises and/or dealt with through existing highway enforcement mechanisms and regulations rather than through the application of parking standards.</p>
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