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This is a fact sheet describes measures that may be taken in your area to help alleviate parking problems you may be experiencing.

**Controlled Parking Zones (CPZs)** are key to reducing traffic and congestion and make it easier for residents and their visitors to park near their home.

They are the most effective way of managing parking demand and are commonly used to manage parking, for example near train stations, hospitals, colleges, central shopping areas, or in areas where there is more demand for parking than there are spaces. They are also used to improve visibility for road users, for example at corners, and to stop dangerous and nuisance parking. CPZs also increase space for other uses e.g. more pavement for pedestrians, increased cycle parking, seating or landscaping. Much of the public space in London is given over to motor vehicles, despite many trips undertaken by walking, cycling or public transport.

A CPZ is an area in which all kerb side space is controlled either by waiting or loading restrictions, (yellow lines and kerb blips), or by designated parking spaces. Some controlled parking zones have permit only parking restrictions in place for residents and businesses between certain hours and /or certain days. Whether you are a motorist, pedestrian, cyclist or travel on buses, there are significant benefits to be gained from controlled parking zones. CPZs give priority access to parking for residents in designated bays, so it's easier for them to park near their home. CPZs prevent commuter parking and other long-term parking, so there are more parking spaces for local residents and businesses.

When a CPZ is introduced, it is more convenient for your visitors and for visiting trades people and deliveries, if there is a high demand for parking in the area. There will be fewer cars on local roads and so less congestion, noise and air pollution. CPZs reduce traffic and pollution by discouraging vehicles from driving through or to the borough for example to park and commute.

Streets will be safer because CPZs designate where it is safe to park and where it is not, creating better visibility at junctions for all road users. There will be better access for emergency and utility vehicles and other large vehicles like refuse vehicles, recycling trucks and delivery or removals vans. CPZs also reduce inconsiderate parking. CPZs can also help local business. The introduction of short-term parking mixed with permit parking will allow a

turnover of kerb space occupancy allowing visitors to use local amenities at times free of charge. Parking controls can help prioritise on-street parking spaces for business/residents who might rely on a vehicle for their work, such as people regularly carrying heavy equipment. This can be done through issuing business parking permits. There will be less impact from nearby new-build housing because CPZs enable 'car-free' planning conditions to be placed upon future developments, so reducing the impact on existing communities, particularly drivers, of additional cars on local roads.

The introduction of a CPZ does not guarantee a space outside the residents' property or in the street, however, it is advised that a permit will allow residents to park within the zone during the hours of operation. Generally, this will be on their street.

### **Parking Permits & Costs**

Residents may be reluctant have controlled parking because it means they may have to pay for a permit, if you want to park within the hours of operation, adding to the costs of keeping and running a car. Also, visitors who want to park within the hours of operation will have to display a visitors permit, which can be purchased in books of ten. This cost is mainly from the administration of processing of the documents. But there are lots of reasons why car-driving residents – as well as the many households who do not have access to a car may benefit from controlled parking. Having a parking permit does not guarantee you a parking space in your street, however, it is expected that you will be able to park within the extent of the zone.

Permit prices are set through annual fees and charges.

- Business permits are £200 per year or £3.84 per week These can be purchased quarterly.
- Residents' permits are £165 per year or £3.17 per week, in a town centre, or £132.50 per year or £2.24 per week outside of town centres. These can be purchased quarterly.

Current prices can be found at <https://www.bexley.gov.uk/services/parking-transport-and-streets/parking-permits/apply-or-renew-parking-permit/parking-permit-charges>.

### **Hours of Operation**

Hours of operation are the prescribed hours that the CPZ area is enforceable. This is generally on the entry plates as the hours of operation and may be the same as the waiting restriction hours. However, if the parking bays hours of operation differ from the waiting restriction hours, the signs in the bays will indicate this. It is the responsibility of all drivers to check the parking restriction signs and road markings in place that provide details of specific

restrictions before parking their vehicle. Hours of operation are tailored to deal with specific problems.

- A two-hour restriction in the middle of the day is generally to deter commuters from parking all day, as it is not usually permitted for a driver to park for the duration of the hours of operation. This has been the most popular in Bexley Borough in recent years, but with growing increased transport links and smarter working practices, commuters have been working around these restrictions.
- A restriction for the hours of 10am to 4pm will similarly not allow all day parking. This restriction is aimed at shift workers who park possibly in the afternoon and may stay until late evening.
- An all-day restriction from morning to evening for example 8am to 5.30pm is usually for busy areas such as town centres, as this restricts daytime parking. Weekend restrictions are only used if residents cannot get to park at weekends.

### **Permit Only Parking Areas**

Some controlled parking zones have areas which are prioritised for local residents and businesses during busy hours in the day and they are enforced to help local residents and their visitors park near their homes. This area would not have bay markings, as spaces available do not need to be marked. Waiting restrictions would be limited to strategic points. These are suitable for residential areas where there is limited kerb space.

### **Restricted Parking Zone**

Restricted parking zones are areas where waiting, parking and loading restrictions apply but there are no yellow lines on the road or kerb. Boundary signs, and occasional repeater signs are used to explain the hours of restriction within the zone. There is currently a restricted zone in Broadway and Arnsberg Way, Bexleyheath.

### **Waiting Restrictions**

Waiting restrictions are commonly referred to as yellow lines. Single yellow lines are signed with a time plate with the hours of operation. If the sign says, for example, '8am-8pm Mon-Sat', you are not allowed to park there during those hours. So, if you park up at 7am on a Monday, you can park for an hour, but if you park at 8pm on a Saturday, you can leave your car on the single yellow line until 8am on a Monday, or 36 hours. Active loading is permitted for 40 minutes where there are not loading restrictions present during the hours of operation. Within a CPZ, the entry plates will indicate the hours of operation, and exit plates will indicate where the single yellow line restriction ends, there is no need to for signage on every section of single yellow lines within the zone. Double yellow lines do not need to be signed as they are a 24 hour no waiting restriction. Active loading, (where loading is

happening within intervals of 5 minutes), is permitted for 40 minutes where there are no loading restrictions present during the hours of operation.

### **Loading Restrictions**

Loading restrictions can be on both single and double yellow lines. You can tell by yellow markings on the kerb commonly referred to as kerb blips, and/or an accompanying black and white time plate or sign. They can also be controlled by specific times of loading, indicated by a single kerb marking for a timed control, or a double kerb marking for 'no loading at any time'. This latter example is to protect mainly junctions and sight lines when turning out of junctions.

### **Blue Badge Holders**

A blue badge holder can park in permit or shared use bays whilst displaying their badge. They may also park on waiting restrictions for up to 3 hours whilst displaying the clock provided with the badge. If there is a loading restriction, they will not be able to park during the hours of operation. Blue Badge Holders may also park in any Resident Bay or any Pay & Display/Phone bays and Bexley Borough Car Parks for free.