

# Review of Earlsdon & Cheylesmore Residents' Parking Schemes

March 2016 Review

Traffic & Transportation, Coventry City Council

DRAFT

## Contents

Executive Summary..... 2

1 Introduction ..... 3

2 Aims and objectives ..... 3

3 Results of Consultation ..... 4

4 Analysis of Parking Surveys..... 13

5 Analysis of Enforcement Activity ..... 19

6 Summary ..... 20

7 Action Plan ..... 20

## Executive Summary

The Cheylesmore East (CE), Cheylesmore West (CW) and Earlsdon (EA) residents' parking schemes were introduced in July 2015.

During March 2016 the Council carried out a review of the schemes, including a survey of local residents, in order to gauge how successful the schemes have been, consider whether changes are needed, and identify issues to help shape the design of future parking schemes.

The overall feedback from 60% of the respondents was that the schemes had a positive impact. The majority of these residents live within the Cheylesmore schemes.

Many of those who did not respond positively live on the periphery / outside of the schemes or in some streets in Earlsdon. Some felt they have been detrimentally impacted as a result of the displacement of commuter parking and wanted the schemes to be extended to include their street.

Analysis of the survey data showed that there had been a reduction in the number of cars parked in the areas during the day, and that evening parking is mainly due to the high level of car ownership in by local residents. This is exacerbated by parking associated with the evening economy.

The main suggested changes were:

- Add other streets into the scheme to combat commuter parking issues
- Install additional signage on-street (e.g. repeater signs)

It was also felt that the Council's communication in regard to the reasons for the introduction of the schemes needed to be improved as there was a perception from some that the schemes had been introduced to pacify and satisfy local resident groups. Clear communication is needed to reinforce the message that the new Friargate development is the primary driver for the schemes.

Some respondents suggested that more information on the operation of the schemes was needed as is a more effective / robust enforcement regime. *[Although a large amount of enforcement activity has been undertaken, it is acknowledged that this needs to continue, particularly as buildings at Friargate open. Similarly, the misuse of permits needs to be monitored and eradicated].*

Whilst there were some requests to change the days and times of operation, any further changes will need to be carefully considered to determine the wider implications and to avoid confusion for drivers.

There were some requests to remove the schemes and install limited waiting bays. Although this may seem a good idea in principle, limited waiting bays are difficult to enforce as so this could lead to widespread abuse and further parking problems.

The main findings and conclusions from the review are:

- The three schemes should be retained and operate in their existing format
- The Council should consider including additional streets in the Cheylesmore East scheme
- No alterations are required to the days / times of operation of both Cheylesmore schemes
- The Council should consider installing more signs in the Cheylesmore West area
- Some streets within the Earlsdon scheme are still experiencing parking problems in the evening / night time which are due in part to high level of car ownership by residents.
- The wider Earlsdon area has a parking problem in the evening which is due in part to people visiting the area

## 1 Introduction

In July 2015, residents' parking schemes were introduced in the following areas:

- Earlsdon (EA)
- Cheylesmore East (CE)
- Cheylesmore West (CW)

The schemes were introduced following a lengthy consultation process that engaged various stakeholders including local Councillors and resident groups. The information was communicated to wider audiences via leaflets, questionnaires, the Council's website and drop in session.

All resident permits are virtual / paperless and have to be applied for online or by phone. Visitor permits are available by the same methods and can be virtual or the traditional paper permits.

During the initial consultation period it was agreed that a review of the schemes would be carried out after approximately 6 months to assess how effective they had been and to inform the process for any future residents parking schemes.

Following the introduction of the schemes a number of petitions were received from residents requesting changes to the schemes, one from residents in a street within the scheme and others from residents in neighbouring streets asking to be included in it.

The review included a public survey and leaflets/questionnaires were distributed to residents living in the scheme and also to residents living in streets on the periphery so that they too could voice an opinion.

This report considers the findings from the survey together with other anecdotal evidence and data that has been captured as part of the review process.

## 2 Aims and objectives

The main aims of the review were to:

- Assess the impact of introducing the residents' parking scheme (inside / outside the boundary of the schemes)
- Assess the suitability of the times that the schemes are in operation
- Assess the suitability and effectiveness of the rules of the schemes
- Assess the enforcement regime

The scope of the review was agreed following consultation with Ward Councillors, officers, and local resident groups. The methodologies used to inform the review were as follows.

- A written survey of residents
- Parking surveys
- Analysis of enforcement activity

These processes are discussed further below:

## 2.1 Consultation Process

The consultation process was designed to be inclusive and capture the views of the residents living in the parking schemes and those living on the periphery who may have been affected by the displacement of vehicles. The consultation took place between 15 February 2016 and 21 March 2016. It comprised:

- Distribution of a leaflet to all properties within the schemes
- Distribution of a leaflet to residents in roads that had submitted a petition to have the parking schemes extended
- A short questionnaire [published on the Council's website, and publicised in the street news, by residents' groups, Ward Councillors and via media outlets.

## 2.2 Parking surveys

Parking surveys were conducted by counting the number of parked cars on each street within the zones and in some of the surrounding streets. The number of available parking spaces was also recorded.

The surveys were conducted during the late morning and in the early evening over several days of the week. The aim was to get an accurate picture of the parking situation in the area at different times of the day.

Parking surveys were previously carried out as part of the planning and consultation process prior to the introduction of the schemes. This data has been used as a comparator to measure how parking patterns have changed since then.

Comparisons between the March 2012 datasets and the new data are shown later in this report.

## 3 Results of Consultation

In total, 661 responses were received. Of those, 69% were from residents who live within one of the three schemes. A full breakdown can be seen in the table below:

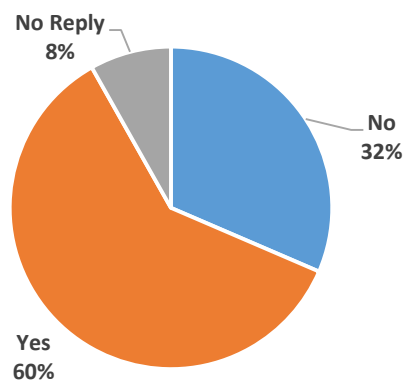
*Table:1 Showing the level of responses by scheme*

Zone	Online Response	Paper Response	Total
Cheylesmore East	29	55	84
Cheylesmore West	47	67	114
Earlsdon	126	128	254
No address supplied	2	3	5
Outside Zone	92	109	201
Unknown Location	2	1	3
<b>Total</b>	<b>298</b>	<b>363</b>	<b>661</b>

Of the 661 responses received, the majority were of the opinion that the introduction of the schemes had made a positive difference (see Figure 3.1 below.).

The figures include the responses from residents living outside of the zone. Of the residents living in the zones, 71% felt that the scheme had made a positive difference.

Figure 3.1: "Do you think the scheme has made a positive difference?" – All responses



The analysis by scheme shows very strong support for the Cheylesmore schemes [86.9% in zone CE and 79.8% from zone CW]. The majority in Earlsdon 61.4% also stated that it had made a positive difference. In contrast, only 36.3% of residents from outside the schemes thought the schemes had a positive effect. These residents are most likely to have been affected by any displacement of commuter parking from streets within the schemes.

**Key Note:**

Overall the majority of respondents said that the schemes had a positive effect on the parking situation

It is worth noting that 42.8% of residents from outside the schemes said that the schemes hadn't had a positive effect, with 20.8% not providing a response to the question. The results are shown in the table below.

Table:2 "Do you think the scheme has made a positive difference?" – Breakdown by zone

Zone	Yes (%)	No (%)	Blank (%)	Total Responses Received
Earlsdon	61.4%	35.4%	3.1%	254
Cheylesmore West	79.8%	19.3%	0.9%	114
Cheylesmore East	86.9%	9.5%	3.6%	84
No address supplied	100.0%	0.0%	0.0%	5
Outside Zone	36.3%	42.8%	20.9%	201
Unknown Location	33.3%	66.7%	0.0%	3
<b>Total</b>	<b>60.4%</b>	<b>31.5%</b>	<b>8.2%</b>	<b>661</b>

The main changes that were requested by respondents are summarised in the table below.

*Table:3 Would you like any of the following changes?*

Zone	Change to Days of operation	Change to Times of operation	Additional signs	More streets to be included
EA	51	88	50	13
CW	37	41	59	9
CE	20	12	25	17
No address supplied	0	2	0	0
Outside Zone	17	28	23	142
<b>Total</b>	<b>125</b>	<b>172</b>	<b>158</b>	<b>181</b>

A large majority, 142 (or 71%) of the 201 respondents from outside the zones, indicated that they would like more streets to be included in the schemes.

#### Key Note:

A majority of respondents from outside the zones indicated that the schemes should be extended to include more streets

### 3.1 Earlsdon (EA) – Results of Consultation

In total, 254 responses were received from Earlsdon residents, compared with 287 in July 2014.

The streets that provided the highest number of responses were Broadway (43) and Spencer Avenue (38); the lowest were Spencer Road (0) and Davenport Road (2). The low response for Davenport Road is in contrast to the 41 responses (27%) received previously.

Percentage wise, Morningside had the highest response rate (**63.9%**). It is worth noting that Morningside had slightly different restrictions to the rest of zone EA; their comments will be considered separately.

The following table shows the level of responses received by street from within the Earlsdon area:

*Table:4 Properties and responses by street for zone EA*

Street	No. of Properties	Responses Received	Response Rate %
<b>Belvedere Road</b>	53	18	34.0%
<b>Berkeley Road North</b>	65	22	33.8%
<b>Broadway</b>	106	43	40.6%
<b>Dalton Road</b>	39	7	17.9%
<b>Davenport Road</b>	118	2	1.7%

Earlsdon Avenue South	52	21	40.4%
Huntingdon Road	77	17	22.1%
Mayfield Road	83	16	19.3%
Mickleton Road	81	22	27.2%
Morningside	36	23	63.9%
Spencer Avenue	89	38	42.7%
Spencer Road	10	0	0.0%
Stanway Road	89	25	28.1%
<b>Total</b>	<b>898</b>	<b>254</b>	<b>28.3%</b>

The previous consultation exercise resulted in an overall response rate from Earlsdon residents of more than 50%, the majority of whom supported the proposed introduction of the parking scheme. The response rate to the latest survey is therefore, low by comparison.

The following table shows the percentages of residents from each street who consider that the scheme has had a positive impact.

*Table:5 "Do you think the scheme has had a positive effect?" - EA response by street*

Street	Yes (%)	No (%)	Blank (%)	Total Responses
Belvedere Road	88.9%	5.6%	5.5%	18
Berkeley Road North	59.1%	40.9%	0.0%	22
Broadway	69.8%	30.2%	0.0%	43
Dalton Road	85.7%	14.3%	0.0%	7
Davenport Road	50.0%	50.0%	0.0%	2
Earlsdon Avenue South	47.6%	42.9%	9.5%	21
Huntingdon Road	23.5%	76.5%	0.0%	17
Mayfield Road	31.3%	62.5%	6.3%	16
Mickleton Road	40.9%	54.5%	4.5%	22
Morningside	91.3%	4.3%	4.3%	23
Spencer Avenue	92.1%	5.3%	2.6%	38
Stanway Road	24.0%	72.0%	4.0%	25
Spencer Road	0	0	0	0
<b>Total</b>	<b>61.4%</b>	<b>35.4%</b>	<b>3.1%</b>	<b>254</b>



A number of streets including Belvedere Road, Dalton Road, Spencer Avenue and Morningside all have positive response rates, upwards of **85%**. By contrast, Huntington Road and Stanway Road have a negative response of over **75%**.

A summary of the requests for changes is shown in the table below. The most requested change was to the times of operation of the scheme (**88 respondents**), a majority of those live in the North West of the Earlsdon scheme.

*Table:6 Requests for changes to the scheme (EA)*

Street	Change to days of operation	Change to times of operation	Additional signs	More streets to be included
Belvedere Road	4	2	5	
Berkeley Road North	8	14	3	1
Broadway	8	13	12	3
Dalton Road	0	0	3	0
Davenport Road	0	1	0	0
Earlsdon Avenue South	3	9	5	3
Huntingdon Road	4	6	4	0
Mayfield Road	4	9	5	1
Mickleton Road	4	11	3	1
Morningside	3	3	1	0
Spencer Avenue	6	9	8	4
Stanway Road	7	11	1	0
<b>Total</b>	<b>51</b>	<b>88</b>	<b>50</b>	<b>13</b>

The main comment from residents who did not think that the scheme had a positive impact was that it had not eased the parking problems in some streets. The responses also suggest that the parking problems are worse in the evening (e.g. people visiting shops, restaurants and bars etc.).

In contrast, the South East half of the EA zone responded positively to the introduction of the scheme. The previous problems caused by commuters parking all day in the streets and have now largely been eradicated.

This creates an interesting dynamic to resolve and poses a number of questions. For example:

- If the NW abandons the current scheme, will they then be subject to commuter traffic?
- If an evening scheme is introduced in the NW, will the SE become effected by visitors to Earlsdon?
- If a 24/7 scheme were to be introduced, would there be sufficient parking space in the vicinity of Earlsdon, and could the businesses be adversely affected?

The following comments and suggestions were also received:

- **Double yellow lines** – a number of people asked for these to be reduced (they feel parking spaces have been lost to them) whilst others commented that this has created a safer environment.

Overall, the scheme has had a positive impact during the day. There are outstanding issues, particularly with the NW side of the zone, relating to evening parking in particular. It is recommended that this should be investigated further.

#### Key Notes (Earlsdon):

- Overall the majority of respondents thought the scheme had a positive impact.
- Residents in the north west of Earlsdon thought that the scheme had a negative impact.
- Evening parking in the area continues to be a problem due to the many attractions in Earlsdon.

### 3.2 Cheylesmore West (CW) – Results of Consultation

In total, 114 responses were received from residents in zone CW, compared to 182 in July 2014. The overall property response rate dropped from 40% to 31%.

*Table:7 Do you think the scheme has had a positive effect (by street in zone CW)*

Street	Yes (%)	No (%)	Blank (%)	Total Responses
Asthill Croft	100.0%	0%		4
Asthill Grove	80.0%	20.0%		10
Hiron Croft	50.0%	50%		2
Humphrey Burton	93.8%	6.2%		16
Michaelmas Road	70.6%	29.4%		17
Orchard Crescent	92.3%	7.7%		13
Stoney Road	88.2%	5.9%	5.9%	17
The Hiron	71.4%	28.6%		28
Townsend Croft	80.0%	20.0%		5
Townsend Road	0.0%	100%		2
<b>Grand Total</b>	<b>79.8%</b>	<b>19.3%</b>	<b>0.9%</b>	<b>114</b>

There was an 80% positive response rate from zone CW.

Asthill Croft, Humphrey Burton, and The Hiron all had an overall percentage of properties responding positively of more than 30%.

The table below summarises the comments in regard to suggested modifications to the scheme.

Over 50% of respondents requested additional signage. A number of comments made, suggested that there would be a benefit in installing repeater signs, as it is easy to miss the gateway signs.

*Table:8 Changes requested to the scheme (CW)*

<b>Street</b>	<b>Change to days of operation</b>	<b>Change to times of operation</b>	<b>Additional signs</b>	<b>More streets to be included</b>
<b>Asthill Croft</b>	1	3		
<b>Asthill Grove</b>	4	3	6	2
<b>Hiron Croft</b>			2	1
<b>Humphrey Burton</b>	3	3	6	
<b>Michaelmas Road</b>	2	5	3	1
<b>Orchard Crescent</b>	3	1	11	2
<b>Stoney Road</b>	6	8	6	2
<b>The Hiron</b>	13	14	19	1
<b>Townsend Croft</b>	3	3	4	
<b>Townsend Road</b>	2	1	2	
<b>Total</b>	<b>37</b>	<b>41</b>	<b>59</b>	<b>9</b>

There were a few comments about the on-going permit misuse in the area. There is a concern that if left unchecked, this could lead to a lack of faith in the scheme, and more widespread abuse once Friargate is complete.

There were some conflicting views about the days and times of operation of the scheme as some stated that it should operate 24 hours a day, 7 days a week. Others requested that the restrictions be removed on Saturdays, or only be enforced a few hours per day.

There were a small number of responses complaining of the poor initial consultation, and stating that STAR does not represent the views of all residents.

**Key Notes (Cheylesmore West):**

- A large majority thought the scheme had a positive impact
- A large number of respondents said that additional signs were needed
- Concerns regarding permit misuse

### 3.3 Cheylesmore East (CE) Consultation

In total, only 84 responses were received from residents in zone CE, relative to 325 in July 2014. This is a much larger drop in response rate than zones EA and CW. [In the July 2014 consultation, 26 streets were "included" in zone CE; a large number of these streets did not want parking restrictions introduced. Ultimately, only 8 of these streets became zone CE].

In the initial consultation, there was a 26% response rate compared to 23.4% this time.

*Table:9 Do you think the scheme has had a positive effect (by street in zone CE)*

Street	Yes (%)	No (%)	Blank (%)	Total Responses
Carthusian	75.0%	25.0%		4
Franciscan	88.9%	11.1%		9
Hockett	75.0%	0.0%	25.0%	4
Joan Ward	100.0%	0.0%		12
Martyr's Close	87.0%	4.3%	8.7%	23
Quinton	58.3%	41.7%		12
Thomas Landsdail	100.0%			13
Wrigsham Street	100.0%			7
<b>Grand Total</b>	<b>86.9%</b>	<b>9.5%</b>	<b>3.6%</b>	<b>84</b>

The positive response rate in CE was the highest of the three zones – 87%. Whilst this is very encouraging, it should be balanced against CE having the lowest percentage property response rate.

There was very little support for many modifications to the scheme, as can be seen from table 3.13. The most requested change, with 30% of responses, was additional signage. Similar to the response from CW residents, there were comments that repeater signs would be beneficial to drivers to the area, as gateway signs can be easy to miss.

*Table:10 Changes requested to the scheme (CE)*

Street	Change to days of operation	Change to times of operation	Additional signs	More streets to be included
Carthusian	2	2	1	2
Franciscan	1		6	
Hockett			2	
Joan Ward			4	1
Martyr's Close	7	2	4	8
Quinton	4	3	3	2
Thomas Landsdail	4	4	4	3
Wrigsham Street	2	1	1	1
<b>Total</b>	<b>20</b>	<b>12</b>	<b>25</b>	<b>17</b>

A number of responses commented on the lack of enforcement of the scheme. Others also referenced the displacement of the commuter parking to surrounding streets, and that some of this parking was particularly inconsiderate.

#### Key Notes Cheylesmore (East):

- Low response rate compared to previous consultation exercise
- Little support to change the current scheme although some additional signs would be beneficial
- Concerns regarding a lack of enforcement

### 3.4 Other responses

A number of other residents from surrounding areas also provided feedback. This summarised in the table below.

*Table:11 Has the scheme been positive? (Areas outside of schemes)*

Street	No	Yes	Blank	Total
Albany Road	1			1
Avondale Road	1			1
Beechwood Avenue	1	1		2
Benedictine Road	12	20	7	39
Collingwood Road	2			2
Glover Street	5	15	8	28
Kensington Road	1	1		2
Kirby Road	1			1
Leamington Road	2			2
Lichfield Road	10	3	4	17
Mile Lane	9	6	4	19
Moor Street	2			2
Newcombe Road	2	1		3
Poplar Road	7	1	4	12
Queen Isabel's Avenue			1	1
Silksby Street	4	9	4	17
Styvechale Avenue	9	1		10
The Monk's Croft	2	2		4
The Mount	13	9	10	32
Warwick Avenue	2	2		4
(blank)		2		2
	86	73	42	201

The streets with the highest number of responses are those on the periphery of the zones.

Benedictine Road, Glover Street, Lichfield Road and The Mount all had a significant response rate which was higher than the initial consultation exercise in 2014, with a majority of respondents requesting the scheme be extended to include their street. The list below compares the current response to the initial consultation exercise:

**Table:12** *Has the scheme been positive? – respondents wanting to be extended to include street*

Street	Properties	Response Rate (2014)	Response Rate (2016)	Want to be included (2016)
<b>Benedictine Road</b>	96	35%	41%	69%
<b>Glover Street</b>	58	21%	48%	82%
<b>Lichfield Road</b>	52	25%	33%	82%
<b>The Mount</b>	105	28%	30%	66%

The improved response rate from Benedictine Road and Glover Street is enough evidence to justify consulting with residents on the introduction of a parking scheme in their streets.

Conversely, the response rates from residents in Lichfield Rd and The Mount was relatively low, albeit that a majority of respondents want their street included in the scheme. It is questionable if this is a sufficient support for consulting residents on the introduction of the scheme in those streets. Ultimately, residents in these locations are more than likely to be further impacted by commuter parking if the scheme is extended and they are excluded. The other streets included did not demonstrate significant support to have the scheme extended into their street.

#### Key Notes from Outside the Schemes:

- No clear majority for or against
- Strong support for the scheme from residents in Benedictine Rd & Glover St.

## 4 Analysis of Parking Surveys

### 4.1 Earlsdon

The table below shows the results from the parking survey carried out in May 2016 in Earlsdon. *[The results from the 2012 survey and the percentage changes are included for comparison].*

Table:1 Earlsdon parking survey results

Street	Parking Spaces	% Spaces Available				% Increase or decrease	
		2016 results		2012 results		Morning	Afternoon
		Morning	Afternoon	Morning	Afternoon		
Belvedere Road	56	84%	65%	61%	75%	-23%	10%
Berkeley Road North	66	42%	3%	35%	8%	-7%	5%
Broadway	110	41%	15%	29%	27%	-12%	12%
Dalton Road	23	49%	30%	0%	60%	-49%	30%
Davenport Road	85	53%	76%	88%	94%	35%	18%
Earlsdon Ave South (odd numbers)	42	34%	31%	n/a	n/a	n/a	n/a
Huntingdon Road	87	48%	16%	51%	28%	3%	12%
Mayfield Road	85	40%	4%	41%	17%	1%	13%
Mickleton Road	94	49%	7%	50%	21%	1%	14%
Morningside	62	95%	76%	57%	81%	-38%	5%
Spencer Ave	81	39%	6%	6%	22%	-33%	16%
Spencer Road	57	65%	70%	0%	30%	-65%	-40%
Stanway Road	96	46%	6%	46%	19%	0.0%	13%

There are two main notable trends across Earlsdon:

- 1) During the morning, the number of cars that are parked has either remained stable or reduced significantly in all streets except Davenport Road where there are now far fewer spaces available.
- 2) During the afternoon / evening, there has been an increase in the number of cars parked in all streets with the exception Spencer Rd.

The number of vehicles that did not have a valid permit was also recorded as a part of the afternoon / evening surveys. In total, almost **90%** of the cars that were parked in the area at the time of the survey belonged to residents or their visitors. Only 63 of the 614 cars (**10.2%**) counted did not have a

valid permit and it is assumed that most of these were visiting the restaurants, bars and shops etc. in the area.

Whilst most of the cars in the area belong to residents, further surveys might be needed to establish the extent to which visitors are contributing to the large numbers of vehicles parked in the area during the afternoon / evening.

Overall, the results suggest that the introduction of the parking scheme in Earlsdon has achieved the desired effect of reducing daytime commuter parking.

In particular, Spencer Road, Spencer Avenue and Dalton Road (the roads closest to the railway station/city centre) have gone from having next to no spaces available to having 40-60% space during the day.

#### 4.1.1 Earlsdon Periphery Survey Data

The data from the 2016 survey of the streets on the periphery of the scheme is included in the table below although there is very little data available from the 2012 survey to compare it with.

*Table:2 Earlsdon periphery - parking survey results*

Street	Parking Spaces	Spaces Available		% Increase (-) or decrease			
		2016 results		2012 results		Morning	Afternoon
		Morning	Afternoon	Morning	Afternoon		
Earlsdon Ave South (Even No.s)	51	55%	16%			-55%	-16%
The Firs	56	46%	91%	57%	100%	11%	9%
Pinewood Grove	27	82%	80%	56%	78%	-26%	-2%
Poplar Road	70	23%	6%				
Albany Road	67	28%	14%				
Newcombe Road (Earlsdon Ave North to Poplar Rd)	22	31%	0%				
Newcombe Road (Albany Rd to Earlsdon Ave North)	100	36%	13%				
Berkeley Road South	44	14%	0%				
Styvechale Ave	71	51%	37%				
Warwick Ave	107	76%	78%				



<b>Earlsdon Ave North (Roundabout to Newcombe Rd)</b>	28	9%	26%
---	----	----	-----

Earlsdon Ave North had very limited availability during the day. However, further surveys would be required to establish if this is as a result of resident or commuter parking.

During the afternoon and evening, several streets including Newcombe Rd, Poplar Rd and Berkeley Rd South have very few spaces, if any, available. This is commonplace across the Earlsdon area.

#### Key Notes (Earlsdon):

- The introduction of the parking scheme appears to have had the desired effect
- There are now more parking spaces available during the day in the Earlsdon scheme
- Very few parking spaces are available in the peripheral areas during the afternoon & evening

## 4.2 Cheylesmore West

Table 3 below contains the results of the parking surveys carried out in May 2016 in Cheylesmore West.

The results from the previous survey carried out in 2012, and the percentage change is included for comparison.

*Table:3 Cheylesmore West - parking survey results*

Street	Parking Spaces	Spaces Available		% Increase (-) or decrease			
		2016 results		2012 results		Morning	Afternoon
		Morning	Afternoon	Morning	Afternoon		
Asthill Croft	16	97%	100%	91%	91%	-6%	-9%
Asthill Grove	107	89%	87%	84%	87%	-5%	-0%
Humphrey Burtons Rd	52	88%	84%	24%	70%	-64%	-14%
Michaelmas Rd	68	70%		91%	81%	20%	
Orchard Crescent	61	88%		82%	78%	-6%	
Stoney Rd (Railway bridge to Hiron Croft)	49	93%	79%	89%	77%	-4%	-2%
The Hiron	65	82%	75%	60%	73%	-22%	-2%
Hiron Croft	7	100%		86%	86%	-14%	
Townsend Rd	19	69%	76%	27%	82%	-42%	5%
Townsend Croft	11	75%	57%				

During the morning, similar to the Earlsdon scheme, there are a significant amount of spaces available throughout the area. The figures show that there has been an overall increase in the number of spaces available compared to the 2012 survey.

The data shows that during the afternoon / evening there has been a smaller increase in the amount of spaces available.

Overall, the scheme appears to have had a positive effect.

#### Key Notes (Cheylesmore West)

- The scheme appears to have had the desired effect
- Far more parking spaces are available during the day

### 4.3 Cheylesmore East

The table below contains the results of the parking surveys carried out in May 2016 in Earlsdon, with the data for the streets on the periphery of the scheme included in table 5. In addition, the results from the previous survey carried out in 2012, and the percentage change is included for comparison.

Similar to Earlsdon and Cheylesmore West there has been an increase in the number of spaces available during the morning compared to 2012 survey. This can be attributed to the introduction of the schemes. Conversely the number of free spaces has decreased during the afternoon / evening compared to the 2012 survey.

*Table:4 Cheylesmore East - parking survey results*

Street	Parking Spaces	Spaces Available		% Increase(-) or decrease			
		2016 survey result		2012 survey result		Morning	Afternoon
		Morning	Afternoon	Morning	Afternoon		
Carthusian Road	27	73%	44%				
Franciscan Road	35	58%	43%				
Hockett Street	48	59%	16%	40%	31%	-19%	15%
Joan Ward Street	50	52%	43%	23%	29%	-29%	-14%
Quinton Road	83	61%	46%	39%	61%	-22%	16%
Silksby Street	77	57%	22%	57%	40%	-0%	18%
The Martyrs' Close	88	73%	25%	45%	50%	-28%	25%

<b>Thomas Landsdail Street</b>	71	59%	23%	27%	25%	-32%	2%
<b>Wrigsham Street</b>	32	61%	67%	25%	29%	-36%	-38%

#### 4.3.1 Cheylesmore Peripheral Streets – Survey Data

The data for the streets on the periphery of the Cheylesmore East scheme is shown in the table below.

A number of these streets have seen a reduction in the number of spaces available during the day and this can be attributed to the displacement of commuter parking (e.g. The Mount, Glover Street and Lichfield Street).

It is worth noting that there was a significant decrease in the number of available parking spaces compared to 2012. However, with the exception of Mile Lane, as none of the streets were full to capacity during the morning and so there was still a considerable amount of free space available.

*Table:5 Cheylesmore East periphery - parking survey results*

Street	Parking Spaces	Spaces Available				% Increase(-) or decrease	
		2016 survey result		2012 survey result		Morning	Afternoon
		Morning	Afternoon	Morning	Afternoon		
<b>Mile Lane</b>	25	10%	39%	7%	26%	-3%	-13%
<b>The Mount</b>	118	47%	25%	61%	40%	14%	15%
<b>Cornelius Street</b>	79	55%	6%	79%	48%	25%	41%
<b>Glover Street</b>	67	50%	18%	54%	54%	4%	35%
<b>Lichfield Street</b>	67	39%	34%	51%	45%	12%	11%
<b>John Grace Street</b>	48	30%	57%	43%	44%	13%	-13%
<b>The Monk's Croft</b>	23	99%	100%	n/a	n/a		
<b>Queen Isabel's Avenue</b>	36	30%	25%	46%	33%	16%	8%
<b>Purefoy Road</b>	48	55%	40%	52%	39%	-4%	-1%
<b>Benedictine Road</b>	123	61%	11%				

#### Key Notes (Cheylesmore East)

- More parking spaces are available during the day within the main scheme
- Fewer spaces available in streets on the periphery of the scheme

## 5 Analysis of Enforcement Activity

### 5.1 Overview

The enforcement of the schemes is integral to their operation and is fundamental to safeguard the interests of residents against the impacts of commuter parking.

Feedback from residents indicates that they recognise the importance of an effective enforcement regime.

Some residents have indicated that they feel that the current level of enforcement is inadequate.

### 5.2 Enforcement Data

A summary of the enforcement activity for the period 1 August 2015 to 31 March 2016 is shown in the following table.

*Table:1 Summary of enforcement activity*

Zone	Patrols	Observations	Penalty Notices Issued	Enforcement Time
CE	729	570	221	117hrs 50mins
CW	1,262	1,266	519	203hrs 38mins
EA	1,034	1,116	368	187hrs 58mins
<b>Total</b>	<b>3,025</b>	<b>2,952</b>	<b>1,108</b>	<b>509hrs 27mins</b>

The figures above indicate that a considerable amount of time was spent enforcing the scheme during the initial 8 month period.

Further analysis has showed however, that more than 54% of the enforcement time occurred in the first 3 months of the scheme (i.e. August to October 2015). Subsequently, the amount of enforcement decreased noticeably.

Although an initial high level of enforcement was to be expected in order to set standards, change habits and encourage compliance, the decrease in activity thereafter is fairly rapid in such a short period of time.

The effectiveness of the scheme will be compromised if the enforcement regime isn't maintained at a satisfactory level. It is also worth noting that it will need to be suitable and sufficient enough to combat and complement the parking problems that are experienced in some areas during the evening (e.g. Earlsdon).

Anecdotal evidence indicates that the enforcement regime should be more robust in tackling the misuse and abuse of permits.

#### Key Notes Enforcement Activity:

- Initially there was a concentrated level of enforcement undertaken
- Fewer enforcement patrols were carried out in recent months

## 6 Summary

The three parking schemes are the first to be implemented using the Mi-permit virtual solution. There have been very few negative comments about the virtual permits. A criticism was that the option to have visitor paper permit was not well communicated or advertised in the initial stages.

Overall, there has generally been a positive response to the introduction of the parking schemes, with two main exceptions:

1. **Streets on the periphery have been affected by displaced parking [it should be noted that a majority of responses requested an extension of the scheme into their streets].**
2. **In terms of the North West area of Earlsdon, although there was some positive feedback from residents, some commented that they had been detrimentally impacted by evening parking and wanted a change to the times of operation of the scheme.**

Elsewhere, there is some evidence to suggest that a vast majority of cars parked in the evenings when the scheme is not in operation belong to residents. The overall response rate was comparable to similar consultations which was very encouraging, particularly as a lot of the feedback was positive.

The main changes requested were for more streets to be included in the schemes, for more repeater signs to be installed to inform drivers (particularly in zones CE and CW).

Residents also expressed a view that the parking enforcement regime should be more robust.

Ultimately, the review indicates that the schemes have largely had a positive effect in combating commuter parking during the day. . On that basis the continuation of the three schemes is recommended.

## 7 Action Plan

The Action Plan is a key element to the review as it is the culmination of the analysis of the surveys and a commitment to delivering the outcomes and improvements that have been identified.

The following is a summary of the key actions arising from the review and the indicative timescales for completion. Any additional work that is proposed will be undertaken subject to funding being available:

Action	Estimated Timescale
Communicate the findings from the review	Autumn 2016
Complete the review and the changes to existing double yellow lines in order to increase the on-street parking provision	Jan-Mar 2017
Consult residents in peripheral areas to consider extending the schemes (e.g. Cheylesmore East)	Jan-Mar 2017

Carry out a review of the signage and install / remove signs where appropriate	Winter 2016
Consider changes to the times of operation of the Earlsdon scheme to address the parking issues in Huntingdon Rd, Mayfield Rd, Mickleton Rd, Stanway Rd and the evening parking problems in Earlsdon Ave South and Berkley Rd North.	Winter 2016
Improve the effectiveness of parking enforcement	Autumn 2016
Tackle the issue of permit misuse and abuse	On-going

Review of Earlsdon & Cheylesmore  
Residents' Parking Schemes  
**July 2015 – March 2016 Review**