

Cardiff
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Transport



Engagement Pack

Gabalfa Parking Zone Proposal



This document is available in Welsh /
Mae'r ddogfen hon ar gael yn Gymraeg



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Engagement Pack - Background

When we developed our proposals for Cycleway 1.2 we introduced a number of Parking Zones in the area to help better manage parking adjacent to the cycleway.

We called these Parking Zones “C1”, “C2”, “C3” and “C4”. Parking Zone C4 covered the roads in Gabalfa between Whitchurch Road and Allensbank Road, such as Clodien Avenue, Manor Street and Inglefield Avenue.

Feedback has indicated that these Parking Zones have helped **protect parking for residents, businesses and community groups**, and helped ensure vehicles are parked responsibly.

Since their introduction we have **received requests** from residents and businesses in nearby areas within Gabalfa to also be **included in a Parking Zone scheme**.

This document sets out our proposals to **extend zonal parking** within Gabalfa to improve parking conditions for the local community.

Plans in this document are simplified indicative drawings to demonstrate the **current proposals** being developed.

Information on **How to Respond** is provided at the end of this document, along with **Frequently Asked Questions**. We will use any feedback received to refine the proposals to take forward to detailed design.

Existing Parking Zones





Parking Zone Information

What is a Parking Zone?

A Parking Zone is an area where all on-street parking is controlled during certain times, with parking bays where parking is considered safe and yellow lines where parking may be obstructive or dangerous. Large signs are placed at the boundary of the zone to advise drivers.

What are the benefits of a CPZ?

Parking Zones provide many benefits and help to:

- Prioritise parking for **residents**;
- Support businesses by making it easier for customers to find suitable short-term parking;
- Reduce **congestion**
- Improve access for emergency services and refuse vehicles;
- Encourage people to travel sustainably; and
- Generally, improve parking conditions for the community.



When do Parking Zones operate?

When parking in a Parking Zone during operational times, drivers must park in designated bays. We determine the operational times of zones through your feedback.

The times CPZs normally apply are:

- **8am to 6.30pm:** these schemes work well in most areas and work well in cutting out commuter parking while allowing unrestricted parking in the evening for visitors.
- **8am to 8pm:** these schemes work well in areas where there might be non-residents arriving to attend evening events, such as sports fixtures, restaurants, theatres etc.
- **8am to 10pm:** these schemes work well in areas where there is extensive nighttime parking by non-residents, such as areas near the city centre or near stadiums/arenas. In most other areas these times may disadvantage visitors and reduce overall parking capacity as some restrictions such as single yellow lines would apply longer than needed.

The days CPZs normally apply are either:

- **Monday to Saturday or**
- **Monday to Sunday (all week)**

Disabled bays and double yellow lines would still apply all day, everyday.

We would like to hear your views on what you feel would be most appropriate for the area.



Background

We are developing the parking provision across the city, and this scheme would form part of that comprehensive plan. The provisions and changes include addressing commuter and obstructive street parking, which can hinder traffic flow and create difficulties for some local residents or businesses.

More about Parking Zones can be found at Controlled Parking Zones (CPZ) (cardiff.gov.uk)



Parking Zone Area

We are considering two options at this location, and would welcome your feedback on which option you think would work best for the area:

- **Option A** - We would introduce a new Parking Zone covering the roads adjacent to the existing Parking Zone C4. Existing Parking Zone C4 would remain the same, except we would separately review the parking provision within this zone
- **Option B** - We would extend existing Parking Zone C4 across a wider area



Proposal Engagement Pack – Option A

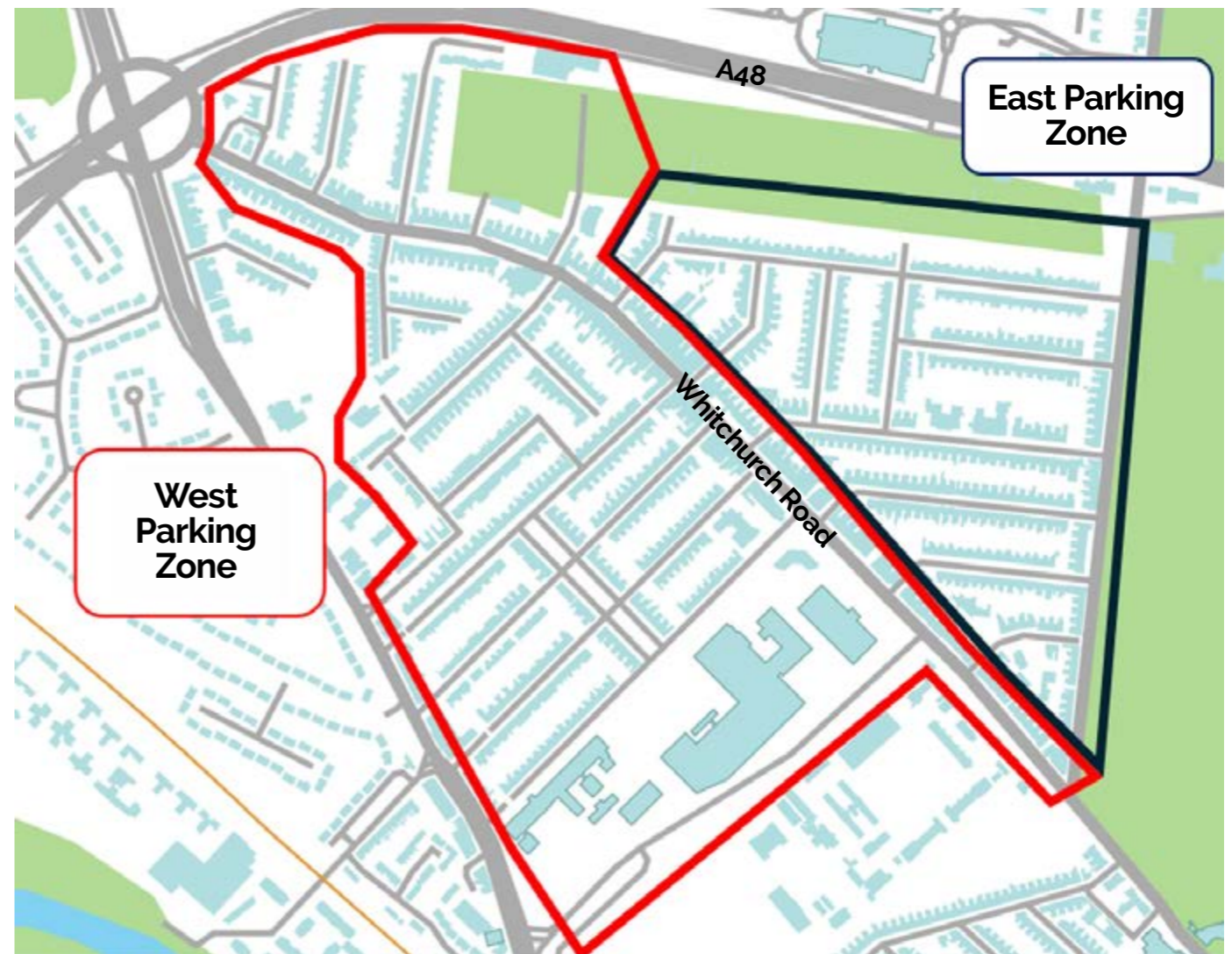
Further Details on Option A

If we proceeded with **Option A** we would **introduce a new Parking Zone** covering the roads adjacent to the existing Parking Zone C4.

The roads within the new zone would include: *Whitchurch Road, New Zealand Road, Canada Road, Africa Gardens, Austraila Road, Newfoundland Road, Pen-y-bryn Road, Heathfield Place, Heathfield Road, Quentin Street, Matiland Street, Curll Avenue, Flaxland Avenue, Longspears Avenue, St Marks*

Avenue and St Marks Gardens (if there are any roads or lanes only accessible from the above, we would also include those in the zone).

Existing Parking Zone C4 would remain the same, except we would separately review the parking provision within this zone to see whether changes could be made to the number or types of parking bays available, and the operational days/times of the zone.





Proposal Engagement Pack – Option B

Further Details on Option B

If we proceeded with **Option B** we would **extend the existing Parking Zone C4** to cover all roads within the area.

This would provide permit holders with greater flexibility and reduce the opportunity for driver confusion.

We would recommend this option.



Parking Permits

Permits would be issued to eligible properties within the Zone to accommodate **essential parking** throughout the day. The main types of permits are:

- **Resident Permits:** Residents would be able to purchase up to two permits for vehicles registered/kept at their address, and a number of permits per year for visitors.
- **Businesses Permits:** Businesses would be able to purchase up to two permits for vehicles that are essential to the operation of the business, and a number of permits per year for visitors.

- **Community Permits:** Community premises (such as places of public worship and schools) would be able to purchase up to four permits for vehicles that are essential to the operation of the premises, and a number of permits per year for visitors.
- **Other Permits:** Tradespersons, teachers and professional carers (when providing care to residents) would be able to apply for a permits while working in the Zone.



Parking with a Permit

Permit Holders would be able to park in any 'Permit Holder Only' or 'Shared Use' bay (e.g. bays shared between permit holders and ticket holders, or permit holders and limited waiting). Permits will be zonal, allowing permit holders the freedom to self-manage their parking by being able to park in any available street within their specific zone.

Vehicle Eligibility

To be eligible for a permit, the vehicle would need to be correctly taxed and insured, in a roadworthy condition, and not exceed 3,500kg Revenue Weight (you can check the Revenue Weight on your vehicles logbook).

Property Eligibility

Not all properties would be able to apply for permits, as this helps us manage demand for on-street parking. For example, we wouldn't issue permits to:

- Properties on private roads
- Second homes/short-term lets (including Airbnb)

- Purpose built student halls of residence
- Developments with private parking courtyards (even if there is not enough parking for all the residents of the development).

Design of Parking Zone

What could the zone look like?

When introducing **Parking Zones** we follow a **standard approach** to design. We normally introduce:

- “Permit holder only” parking outside residential only properties
- Short-stay pay and stay parking in high-demand areas
- Free 2-hr short-stay “Limited Waiting” parking on side streets and on flanks of residential areas

Permit holders would be able to park in the pay and stay bays without a ticket and the 2-hour free bays for as long as needed. This is known as “shared use” parking.

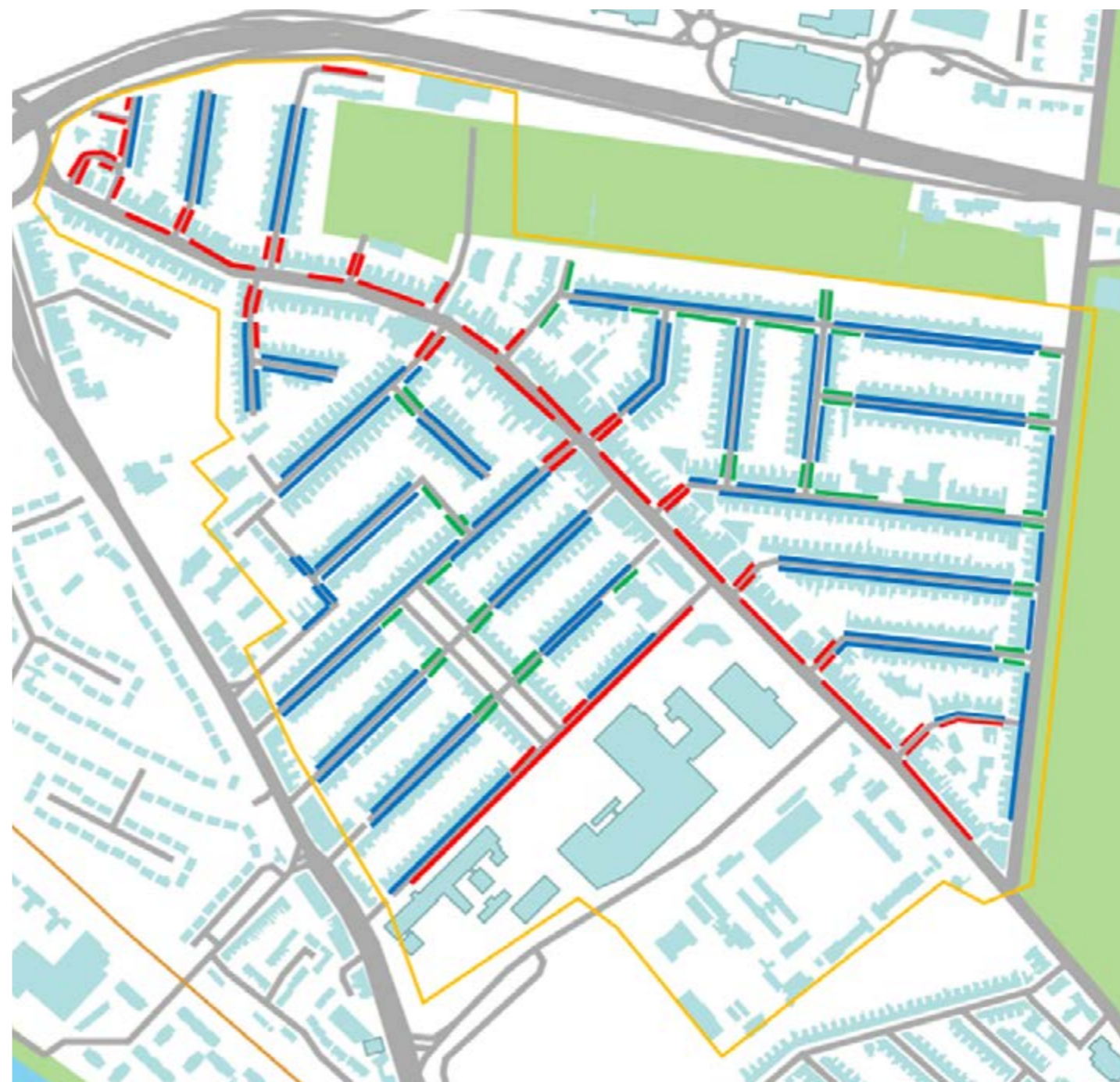
The map opposite provides a high-level illustration of how the zone could be designed. A key is also provided below.

We would undertake **detailed design** if there is overall support for the parking zone proposals.



KEY

- Permit holders only
- Pay and stay
- Limited waiting
- All other areas would have yellow lines





Frequently Asked Questions

Why do you introduce Parking Zones?

Parking Zones are common in cities across the UK. Where they have been introduced in other parts of Cardiff, they have been effective in improving parking conditions for communities, by protecting space for residents, preventing inconsiderate parking and ensuring that there is a turnover of vehicles, helping visitors and shoppers to the area find convenient parking more easily.

How will drivers know about the Parking Zone?

Zone entry signs, positioned at all zone entry points will indicate to motorists when they enter and leave the CPZ. These signs are positioned to face traffic coming into the area. All parking bays also have sign plates which show the restriction and hours of control.

Would a permit guarantee a parking space?

Our parking proposals aim to help prevent commuter and all-day parking, therefore increasing the availability of parking spaces. However, permits never guarantee a parking space, and parking schemes are not able to solve all parking problems.

Where will visitors be able to park?

Residents and businesses will be able to purchase a number of visitor vouchers for their visitors, that will enable them to park within the zone during operational hours. Alternatively, visitors can also use

any of the limited waiting bays or pay and stay bays in the area to park for the length of time indicated on the signs during the operational hours.

Would I have to pay for parking? When parking in a Zone you would normally need a parking permit or pay and stay ticket. There will be a charge for permits and tickets. Short stay free parking ("limited waiting") may be introduced in some residential areas, but parking would normally be limited to either 1 or 2 hours maximum stay.

How much would parking cost? Permit costs would be consistent with those already in place across the city. Pay and stay parking would cost £1.50 per hour. To allow drivers to drop into local shops and businesses, the first 1 hour of parking would be free of charge (with a free ticket). Blue badge holders would be able to park on pay and stay bays for free for as long as needed with their blue badge displayed.

Why can't all parking be free?

Parking schemes cost a lot of money to implement, maintain and enforce. Providing free parking results in the Council subsidising private vehicle use over public transport, at a cost to the taxpayer. Parking charges also help us manage demand for parking. Providing free parking can increase demand, making congestion and air quality worse.

Yellow lines give us less room to park. Why have them?

We would only install yellow lines to help the free flow of traffic and where parked vehicles would cause danger or obstruct other motorists or pedestrians using the highway. We put yellow lines only where they are necessary.

I have a blue badge, where will I be able to park?

Blue badge holders would be able to park in any disabled badge holder bays, limited waiting bays, pay and stay bays and shared use bays for as long as needed, with their blue badge correctly displayed. Blue badge holders would also be able to park for up to three hours in permit holder only bays and on yellow lines (provided loading restrictions are not in force).

What is a "shared use" parking bay?

These bays can be used by both permit holders and by those that reside outside the zone. There is no restriction on the length of stay for permit holders, but parking for those who reside outside of the zone has a maximum stay period, which will be displayed on the sign. Shared use parking supports businesses and enables visitors access to local amenities.

Will I be able to park across my driveway?

Normally we will not introduce parking restrictions such as yellow lines across a driveway, as this

then allows residents to park across their drive. Where there are shared driveways (for example a driveway into a car park for a block of flats) then we will normally introduce a single yellow line in front to protect access.

How are Parking Zones enforced?

Parking Zones would be patrolled by Civil Enforcement Officers who may issue Penalty Charge Notices (PCNs) to any vehicles parked in contravention of the restrictions.

Would there be further consultation?

If there is sufficient support then we would start the legal process to create a Traffic Regulation Order (TRO), which will allow us to introduce the new arrangements and make them enforceable. You would be able to view detailed designs, as well as provide further comments/objections, as part of this process.

When would the Parking Zone be introduced?

If there are support for our proposals, we would aim to introduce the new zone for SUMMER 2027. This is because the weather is generally better, so it is easier to paint and install the road markings necessary to make the new zones enforceable. We may deliver the zone in smaller phases, depending on funding requirements and local feedback.





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