

### What is a Controlled Parking Zone (CPZ)?

A Controlled Parking Zone (CPZ) is an area where parking controls protect the needs of residents, their visitors, and local businesses. Residents and businesses in the zone are required to purchase permits if they intend to park on the public highway during the hours of operation.

### How does a CPZ work?

All road space in a CPZ is managed by the introduction of parking controls. Parking is only permitted where safety, access and sight lines are not compromised. It is, therefore, normal practice to introduce double yellow lines at key locations such as at junctions, bends, turning heads and at specific locations along lengths of roads where parking would impede the passing of vehicles. It is also necessary to provide single yellow lines (effective during the CPZ hours of operation) where the kerb is lowered, i.e. at crossovers for driveways.

The key objective of managing parking is to reduce and control non-essential parking and assist the residents, short-term visitors and the local businesses. Within any CPZ, only those within the zone are entitled to permits. This means that long-term parkers are unable to park within the permit bays during the operational times.

Council appointed Civil Enforcement Officers enforce the controls by issuing fines/Penalty Charge Notices (PCNs) to vehicles parked in contravention of the restrictions. Outside the controlled times the restrictions are not enforced.

However, Civil Enforcement Officers will issue PCNs for any other parking contravention such as parking on double yellow lines, footways, and parking across individual crossovers without the property owner's consent. The Council aims to reach a balance between the needs of the residents, businesses and the safety of all road users. Should the majority of those consulted not support a CPZ in their road or area, and the Council agrees to this, officers may recommend that only the proposed double yellow lines identified at key locations are introduced to improve safety and maintain access.

### How will I know when CPZ regulations are in force?

There are two time periods that apply to parking controls in a CPZ. Firstly, those that apply to single yellow lines are indicated on the "Controlled Zone" entry signs as you enter the zone. On rare occasions where single yellow lines in the CPZ operate at different times, these will be clearly signed separately. Secondly, the controlled hours and conditions for each parking bay within a CPZ will be individually signed.

### Displacement

From past experience, there is always the chance of displacement parking after a CPZ has been introduced into nearby uncontrolled streets, specifically those closest to the zone boundary.

Many displaced vehicles will belong to non-residents who are no longer able to park a car in the CPZ but still want free on-street parking. However, some may also belong to residents living within the new CPZ who are not prepared to purchase a parking permit but want to park as close to their home as possible.

When making your decision please consider that if a CPZ is introduced in neighbouring roads, it is likely that vehicles may be displaced from these your neighbouring roads which could increase current parking pressure in your road.

### Operational Hours:

All day controls (8.30am to 6.30pm) - This will provide maximum protection to the residents by removing short and long-term parking. It will, however, be less flexible for residents and their visitors who will need to obtain a visitor's permit from the resident they are visiting in order to park in the permit holder bays.

Part time controls (10am – 4pm) - These operating times offer less restrictions on residents and their visitors than 'all day' controls. It is still effective in preventing long-term parkers. However, it may encourage short-term parking by non-residents or businesses, such as shoppers outside the operating times. Residents returning from work later in the afternoon may find less available parking in their street due to this.

Two-hour controls (e.g. 12noon – 2pm) - This minimum restriction offers more flexibility to residents and their visitors than the part time day controls, reducing the number of visitors' vouchers they would normally obtain, and is still effective in restricting long-term parking. However, it may encourage other short-term parking outside the restricted time, by non-residents such as shoppers and other residents from neighbouring CPZs. Non-residents may also work their way around the two-hour controls by moving their vehicles and then returning to park for the rest of the day.

### Operational Days:

Monday to Friday – Most zones in the borough use this model of parking as it offers flexibility to residents and businesses over the weekend. However, there is a drawback in that visitors to the area might reduce parking availability for residents at weekends.

Monday to Saturday – This option still protects residents during the week and covers part of the weekends too. Like the previous option though, it does make it more costly for their visitors to park, and can be restrictive on businesses who might rely on weekend trade, as parking will only be free in the area on Sundays. Guests of any residents in the road would need to make use of a visitor voucher or pay by phone to park and visitors to the businesses in the area would also need to pay for short term parking.

Monday to Sunday – This option protects residents the most, as it covers weekends too. However, it does make it more costly for their visitors to park and can be restrictive on businesses who might rely on weekend trade. Guests of any residents in the road would need to make use of a visitor voucher or pay by phone to park and visitors to the businesses in the area would also need to pay for short term parking.

### Where may I park in a CPZ?

During the hours of operation, vehicles may only park in marked parking bays located where it is both safe to park and unlikely to cause a physical or visual obstruction. Each bay may be restricted by charge, length of stay or permit requirement.

### Where can't I park?

Yellow lines indicate where vehicles should not be parked. Single yellow lines operate only during the controlled hours of a zone unless signs indicate otherwise. Double yellow lines are always operational at any time.

### Why must I pay to park in my street?

We charge those who park during the hours of operation to meet the cost of installing, maintaining and enforcing the parking restrictions. Controlled parking is not a core service of the Council and government advice states that it should be financially self-sufficient. By law, any revenue generated from parking must be spent on transport related schemes.

### How much do permits cost?

Please see the enclosed permit pricing structure sheet.

### What is a shared use bay?

These can be used by permit holders (without additional charge) or by non-permit holders who have purchased a valid 'pay by phone' session. These bays have a 'maximum stay' that only Pay by Phone users must adhere to.

### Why provide shared use parking throughout the zone?

**For practical reasons, all CPZs need to make some provision for drivers from outside the zone to pay to park. We have found that the least disruptive way of meeting this requirement is to allow anyone wanting to pay-to-park to do so in any of the marked parking bays. We call this shared use. Because the number of drivers who pay-to-park is quite low, this rarely reduces permit holders' ability to park near their homes. Residents benefit because instead of having to buy an all-day visitor permit, their visitors can park for less if they are only staying for a short while. This is particularly helpful for short or unplanned visits when you may not have any visitors voucher to hand.**

### What is Pay by Phone?

Pay by Phone has replaced pay and display. It requires users parking in marked bays to call, text or use a mobile phone application to pay using their debit or credit card. Further details on Pay by Phone can be found using the following link, [www.paybyphone.co.uk](http://www.paybyphone.co.uk).

You can also pay for and extend your parking session in local convenience stores using the PayPoint service. Just provide the shopkeeper with your vehicle registration details, as well as the location code for the bay where you have parked. To find your closest two PayPoint locations, you can text **CASH** to **60075**, and PayPoint will text back the details (n.b. there is a 10p charge for this service).

### How much will 'Pay by Phone' cost?

Our current hourly charge is £3.40. A 50% surcharge is payable for diesel vehicles.

### Where may 'blue badge' holders park?

Blue Badge holders can park without time limit in any "Disabled" parking bay and in resident, business and shared use bays. Provided the vehicle does not cause an obstruction, they can also park for up to 3 hours on yellow lines, where there are no loading restrictions in place. Residents of Lambeth, who possess a Blue Badge, may apply for a free White Badge allowing the user to park in disabled bays only without having to display their Blue Badge therefore reducing the possibility of theft (white badge only valid in London Borough of Lambeth).

### Where may motorcyclists park?

Solo motorcycles may be parked in any motorcycle-only bay free of charge. These bays are not reserved for residents. Alternatively, if a resident's permit for a motorcycle has been purchased, it may be parked in any residents' bay, this includes resident only and shared-use resident and pay by phone bays. Motorcyclists can also pay to park in a bay using Pay by Phone.

### How are regulations enforced?

Uniformed civil enforcement officers (CEO) regularly patrol the zone and issue a penalty charge notice (PCN) to any vehicle that is illegally parked. We also have a page on our website where anyone can request a one-off visit by a CEO.

### What is the cost of a Penalty Charge Notice?

The cost of a Penalty Charge Notice (PCN) is dependent on the specific offence/contravention being caused. Higher level penalties apply to contraventions which are considered more serious, such as parking on yellow lines or where an obstruction is caused. Lower-level penalties apply generally where parking is permitted but the regulations are contravened, such as overstaying on a pay and display bay. For a more detailed summary of the changes please go to the London Councils web site on <http://www.londoncouncils.gov.uk/services/parking-services/parking-and-traffic/parking-advice-members-public>

### How can I request the removal of a disabled bay?

The removal of disabled parking bay is a sensitive issue. We only consult on this when we receive advice from a resident that a bay is very rarely used by a blue badge holder. If, as part of this consultation, we receive advice that a bay is in regular use (even though this is by someone other than who originally requested the bay), our policy is not to remove it. You can use the following link to request removal of an unused disabled bay [www.lambeth.gov.uk/removeadisabledbay](http://www.lambeth.gov.uk/removeadisabledbay)

### What is an illegal crossover?

This is when vehicles are mounting the footway to access a property with no dropped kerb in place. If your property does not have a dropped kerb and you are crossing the footway to park your vehicle/s off-street you may have a parking bay proposed and subsequently introduced at this location. If you would like to ask about the installation of a dropped kerb you can visit [www.lambeth.gov.uk/droppedkerbs](http://www.lambeth.gov.uk/droppedkerbs) for the necessary information.