

Appendix 3	Leicestershire	Liverpool	Portsmouth	NE Lincs
% of properties with no off street parking (6 out of 9)	At least 50% of properties affected have no off street parking facility.			The vast majority of houses have no off-street parking provision.
Level of support from residents (5 out of 9)		A majority of residents in the area must be in favour of the scheme	The schemes are requested by residents through their councillors or neighbourhood forums. Once there is enough support for such a scheme, we conduct a survey of residents' views, in which asks how they would prefer their scheme to operate.	
Available road space (4 out of 9)	Residents are unable to park because at least 40% of available kerb space is occupied by non-residents during the normal working day, usually commuters near a town centre or factory premises, who should be using alternative parking that is provided.	Not less than 85% of available kerb space should be occupied for at least six hours between 8am and 6pm . The peak or normal working day demand for residents' spaces should be able to be met.		Parking problems in the street have not been observed to be of sufficient severity throughout the working day. Observations taken during the working day have not revealed instances where less than 10% of parking space was available.
Alternative Parking (4 out of 9)		Introduction of the scheme must not cause unacceptable problems in neighbouring roads		There are no adequate alternative parking facilities close by.
Other	There is sufficient on road space to allow at least one vehicle per household for those who wish to participate in the scheme.	The scheme must contribute to objectives set out in the Local Transport Plan, for example, by being near to an institute which operates a travel plan		

Derby	Cambridge	Darlington	Staffordshire	Wiltshire
Schemes will not be considered in areas where 50% of households have, or have the potential for, off-street parking facility	Most properties in the street, or streets, do not have off-street parking facilities	Availability of off street parking for residents	If less than 85% of parking spaces are occupied during the survey period then a scheme is unlikely to receive a high enough priority for detailed investigation	
Scheme will only be implemented where, following public consultation, more than 75% of respondents are in favour.	The scheme is supported by a majority of residents		A substantial amount of support has been demonstrated	
				The total level of parking occupancy on 'typical' parking days. The level of on-street residents parking
	There are adequate alternative facilities to accommodate the displaced parking			The availability, or otherwise, of alternative parking for commuters
	The street, or streets, would otherwise be dominated by vehicles belonging to non-residents	Length of time non residential parking extends over		