

Appendix 2 – Residents Parking Policy

1. Introduction

- 1.1. Parking is a multi-faceted issue that sits at the heart of a number of competing Council priorities. Any parking policy needs to navigate between these sometimes competing priorities.
- 1.2. Recognising the current moratorium on the introduction of new residents parking schemes, and in line with the principles set out in the covering paper, the Council has reviewed the Residents Parking Policy.
- 1.3. This paper seeks to set out a number of issues relating to residents parking; proposed principles to guide the revised policy; and a recommended revised residents parking policy.

2. Resident Parking Issues

- 2.1. There are a number of ongoing issues and developments relating to residents parking which any revised policy needs to respond to. These include:
 - Increased competition for limited space for residents parking especially where intensification of land use is occurring.
 - Increased competition for limited space bordering residential parking areas to support local facilities such as schools, health care, social clubs, restaurants and shops.
 - Increased desire to provide space for walking and cycling including cycle parking as part of the development of active neighbourhoods.
 - An increase interest in providing travel not based on vehicle ownership such as Car Clubs and to exploit future technology such as Automated Vehicles.
 - The need to meet demand for provision of electric vehicle charging in locations without off road parking that does not exacerbate local parking issues.
 - The provision of disabled parking in locations without off road parking when blue badge ownership is increasing.
 - Ongoing cost of enforcement of different parking controls where repeat visits are limited due to staff resources.

3. Principles:

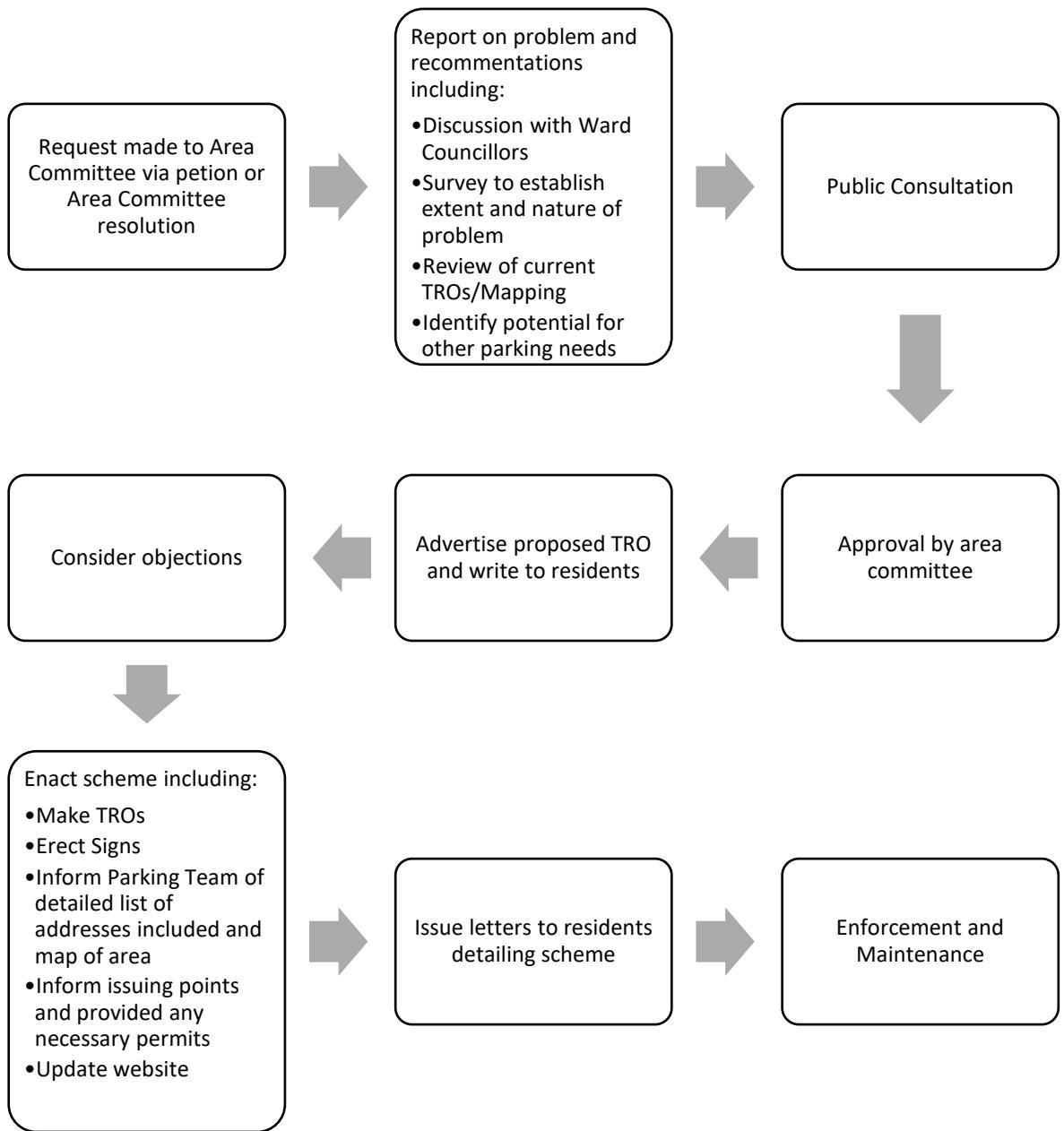
- 3.1. To address the above issues the following principles have been established:
 - The council will use flexible parking schemes which support multiple users and a mix of long vs short stay;

- Parking schemes which cover zones rather than individual streets (to support achieving the above principle) will be preferred, however, local circumstance will be taken in to consideration and if a zone is not identifiable then smaller schemes will be considered;
- Parking schemes will not guarantee that there will always be space to park or that residents will be able to park outside their own house or on their street;
- Parking permit numbers allocated per household will reflect space available and there will be no guarantee that a permit for every vehicle in a household will be issued;
- While most areas will have visitor permits these may not be issued in some areas due to limited space or alternative visitor parking such as Pay and display parking being available;
- Charging levels for parking will be set to cover the day to day costs of administering schemes including the cost of enforcement to address the issue of ticketing not covering costs.
- New technologies such as electronic permits will be adopted to support an efficient and cost effective parking system. Improved data gathering and analysis / intelligence on parking usage will be used to help ensure our approach is ‘smart’;
- Parking schemes will support places for car clubs, cycle parking and electric vehicle charging provision as well as private vehicle parking to enable alternate forms of travel;
- Reviews of an areas Traffic Regulation Orders will be undertaken to support any changes to parking in recognition that they work in combination to achieve the traffic control needs of an area;
- Behavioural change messages discouraging anti-social parking should form part of all parking solutions. This would include: blocking driveways, not leaving room for passing vehicles or pedestrians when parked, parking too close to or on junctions and blocking dropped crossings. Once the ongoing national pavement parking review has been completed the Council will seek to use the amended controls available to prevent antisocial parking.

4. Revised Residents Parking Policy

Process Overview for new Resident Parking schemes

4.1. The process for new residents parking will be as follows:



4.2. Any remaining free resident parking schemes/zones will continue to be moved to paid permits when they are reviewed, due to maintenance or requests for new areas/addresses to be added including those added as a result of change of use for a building, or as part of a mass move of schemes to the paid for system. This will be through a majority vote by residents in the current scheme/zone as to if they want a paid zone or to stop having residential parking. Those not voting will be viewed to have abstained and

the vote will consider the majority of those that have cast a vote to be applicable.

- 4.3. Changes brought forward by this policy are in the variety of options for parking controls that will be considered when developing a residents parking zone to support a range of local needs. This will replace the previous system where all RPZ only allowed residents or visitors in possession of a permit to park irrespective of the affect this would have on the surrounding area.
- 4.4. Options will include but not be limited to:
 - Residents only parking at all time
 - Residents only parking only between certain hours
 - Permits for local businesses and organisations within the zone
 - Short stay Pay and Display parking for non-residents using local facilities in the zone.
 - Loading bays at certain periods in the day in the zone
 - Long stay commuter Pay and Display parking in appropriate locations and times in the zone.
 - Public electrical vehicle charging bays in the zone
 - Blue badge bays (mandatory or advisory)
 - Car Club Bays in the zone
 - Secure cycle parking options.
 - Implementing other signage and lining to deter antisocial parking
- 4.5. All new and reviewed zones will be mapped clearly identifying all those properties included in the zone with a related list of property addresses.
- 4.6. Area Committees will be requested to approve or reject a scheme based on the received report. Any objections not felt to be adequately dealt with either for or against the scheme at this point will be dealt with via the appeals process. Where a resident wishes to appeal against a decision to refuse an application for a residential parking scheme they may do so in writing, within 10 days of being informed of the decision by contacting Traffic Services.

Criteria

- 4.7. The criteria for the development of RPZ are to be used only as indicative guidelines. The guidelines are as follows:
 - There is a daytime problem if around 60% of the cars are not residents and around 85% of the kerb space available is parked on for more than 6hrs of the day.
 - There is a night time problem if around 40% of the cars are not residents and around 85% of the kerb space available is parked on for more than 4hrs of the night.

- 4.8. The process of conducting a survey would involve an officer from Traffic Services or their representative visiting the area at several different times over a number of days, and assessing the nature and extent of the problem.
- 4.9. The results of the survey, together with information about the number of vehicles owned in the area and the initial information submitted by residents should be used to develop both the boundary of the RPZ, and also the restrictions to parking by non-residents within the zone. The TROs currently in place should be reviewed at this point to make sure they are relevant and enforceable and any necessary amendments be identified.
- 4.10. A registration number survey is the most effective way of collecting the bulk of the numerical data. This discloses the number of occupied spaces and, if collected during the day at regular intervals, the times when major problems occur and their duration.
- 4.11. Residents will be informed of any surveys and advised about the introduction of residents' parking zones and its implications in advance of the survey. Residents will be asked for the registration numbers of their vehicles as well the number of off-street parking spaces they have and of any lock-up garages they use. The information on resident registrations allows occupied spaces in the survey to be broken down into those occupied by residents and non-residents. Surveys will also identify other parking availability such as permits for residents in local pay and display car parks and if these will still be necessary post implementation of the scheme. As necessary to accommodate the non-repliers regarding number plates traffic services will use information supplied, intelligent review of data collated and the latest census data to advise councillors.

Unacceptable Locations

- 4.12. RPZ may have locations within them where parking would not be permitted on road safety or traffic grounds. However, the way in which they are dealt with will insure public safety including these locations not allowing parking but the residents having permits for the RPZ to park in appropriate places. Examples of potentially inappropriate locations include:
 - a) on major traffic routes between urban centres.
 - b) within 50m of a signalised junction.
 - c) within 10m of a non-signalised junction
 - d) where the road is:
 - i) a two way through road (e.g. bus route) less than 7.3m wide
 - ii) a two way minor road less than 6.7m wide
 - iii) a one way road less than 5.0m wide

Eligibility for permits

- 4.13. In order to be eligible for permits residents must provide:
- Current Council Tax bill; recent rental/mortgage agreement or utility bill containing the applicant's name and address.
 - Copy of the applicant's Driving Licence
 - Copy of the applicant's Vehicle Registration Document or Insurance Document showing the relevant address or a letter from the business providing the vehicle confirming use at the address.
- 4.14. In order to receive a visitors parking permit residents must provide:
- Current Council Tax bill; recent rental/mortgage agreement or utility bill containing the applicant's name and address.
- 4.15. In order to receive a permit for medical and care staff, applicants must provide:
- A valid Drivers Licence
 - Copy of the applicant's Vehicle Registration Document or Insurance Document.
 - A valid ID card indicating professional status or letter from the practice they represent confirming that it is needed for work purposes.
- 4.16. In order to receive a business parking permit a business must provide:
- Current business rates bill; recent rental/mortgage agreement or utility bill containing the applicant's name and address.
- 4.17. The following professions are eligible for a medical and carers permit to use while carrying out their job:
- Arts Therapist
 - Chiropodist
 - Coroners Officers
 - Dietician
 - Doctor
 - Midwife
 - Nurse
 - Occupational Therapist
 - Orthoptist
 - Prosthetist
 - Orthotist
 - Paramedic
 - Podiatrist
 - Physiotherapist
 - Physical Therapist
 - Registered Social Worker
 - Speech Therapist

- Professional Care Staff

Costs

- 4.18. The initial survey to find out whether there is sufficient support for a zonal or smaller scheme will be carried out by the Council. Should support be evidenced, there will be a formal design and consultation process to which the Area Committee is asked to contribute. Some of the initial cost of carrying out surveys is to be borne by the Area Committee as follows. If a non-zonal scheme is required, wards will need to contribute £4,000 to formal consultation design process, i.e. after initial consultation says there is support for a scheme. For zonal schemes, council funds will cover initial consultation costs to see if 51% support the scheme. In this case, the ward budget will contribute £6,000 to the formal consultation design process.
- 4.19. The costs of the permits will be £41.50 per vehicle and will be reviewed each year to align with the principles adopted through the Council's Medium Term Financial Planning to balance the costs of services.
- 4.20. Visitor permits will also be £41.50 per vehicle from 1st April 2020. Currently Leisure Key Band A holders receive a 50% discount on visitor permits. These would therefore be £20.75 for these residents.
- 4.21. Permits for Medical / Carer Professionals will be £ 20.00 per vehicle from 1st April 2020.
- 4.22. Permits for Businesses will be £100 from 1st April 2020.
- 4.23. There is one free resident's permit (not visitor's permit), per household for a Blue Badge holder and evidence must be provided that the resident is the registered keeper of the vehicle
- 4.24. The initial costs of setting up a scheme and all other costs will need to be reviewed on an annual basis. This will be undertaken in the Council's fees and charges report and this report will supersede the information here.

Administration

- 4.25. All new RPZ will have a full list of properties which are eligible to apply for a permit. This will be supported by a clear map of the area and any necessary TROS that have been identified to be necessary by the engineers / officers who have developed the scheme. This information will be shared with the parking team to enable them to manage the scheme. Any current parking schemes such as permits for pay and display car parks that this scheme is replacing should also be identified so that the parking team can amend these records accordingly.
- 4.26. The parking team will provide suitable permitting for the schemes in the borough supported by appropriate information management to enable any

necessary payment collection, permit issuing and enforcement to be successfully carried out.

- 4.27. The number of schemes will impact on the levels of enforcement the council can provide. However, a review of Civil Enforcement Officer numbers will be undertaken every two years. This will not only consider the needs of enforcement but the levels of funding coming in from the permits to assist in the cost of enforcement.

Contacts

- 4.28. **Parking Admin** parking.admin@stockport.gov.uk for queries about permits and charge
- 4.29. **Highways team** traffic.services@stockport.gov.uk for queries about new schemes

Appeals

- 4.30. Initial appeals regarding decisions on the setting up of new schemes or the review of old schemes should be submitted to the Head of Highways and Transportation via the traffic.services@stockport.gov.uk email address or writing to 4th Floor Fred Perry House, Edward Street, Stockport, SK1 3XE