

## Appendix 2 - Town Centre Residential Parking Policy Update 2020

### 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. In line with the principles set out in the covering paper, the Council has reviewed the Town Centre Residential Parking Policy, to meet the changing needs of Town Centre traffic and to ensure that the system is fit for purpose. This has also been done to align with the current Town Centre Parking Strategy adopted in 2017.
- 1.3. This paper seeks to set out a number of parking issues in the town centre; proposed principles to guide the revised policy; and a recommended revised residents parking policy for the town centre.

### 2. TOWN CENTRE PARKING ISSUES

There are a number of ongoing issues relating to parking in the town centre which need to be addressed through any revised policy:

- 2.1. **Revitalisation of the Town Centre** – Town Centre West (TCW) /Greater Manchester Spatial Framework (GMSF) will see a significant increase in the number of town centre residents with the related pressure for more parking. However, there is recognition that longer term demand is likely to decrease due to changes in technology.
- 2.2. **Increased demand for parking to support the night time economy** - The development of leisure sites such as the Redrock development have also added to the demand for Town Centre parking. Part of this revitalisation is the creation of an improved evening economy which will increase the hours during which residents parking in the town centre will be in competition with visitor parking.
- 2.3. **Increasing competition for limited parking spaces** - There is a need to balance between the needs of commuters, the night time economy, visitor and residential parking including cycle parking. The change in land use will intensify parking demand and so there is a need to ensure car park space 'efficiency' with the promotion of car parks as multifunctional, flexible spaces, including provision for other uses (EV charging, car clubs, etc.)

- 2.4. **Reduction in off-street space** - As development reduces the availability of space within the town centre, demand for land use for other purposes increases. Car parks are increasingly being used as sites for future development, thus decreasing the availability of off-street parking and increasing competition for on-street parking.
- 2.5. **Increase in Blue Badge Ownership** Historically, all residential developments have been required to provide a minimum level of disabled parking on-site or pay the council to provide an off-site alternative near the development. The increase in Town Centre development without private parking areas will have a knock-on effect on the current parking spaces available due to the expansion of disabled parking if the current policy continues.
- 2.6. **Traffic Regulation Orders** can be unenforceable due to a miss match between markings on street and paper records developing over time and these need to be reviewed to maintain appropriate controls.
- 2.7. **Anti-social parking** - There is also a need to undertake promotion and education to discourage anti-social parking especially in unsafe locations as well as enforcing when officers are available.
- 2.8. **Rental Market** – Currently permits issued are for 12 months whereas many rentals in the Town Centre are shorter term (6 months) with a high turnover. Unfortunately, until the licence expires the new resident of the flat cannot apply for a permit unless the previous resident had returned it. As the number of residents renting in the town centre increases, a revised approach is required.

### 3. PRINCIPLES

- 3.1. To address the above issues, and in line with the Town Centre Car Parking Strategy, the following principles have been established:
- Parking will be concentrated in strategically located multi-story car parks in order to deliver more efficient use of land; allow flexibility of uses; and support a desire to have only a minimal amount of on-street parking in Town Centre West.
  - The economic viability of automated parking which takes less space should be considered in relation to development;
  - Spaces for Car Club vehicles will be increased to reduce reliance on privately owned vehicles for residents in the town centre, therefore,

reducing overall demand for car parking space;

- Provision of a range of cycle parking (including secure parking for residents) to support sustainable modes must be pursued;
- Provision of space on street for Loading, EV charging, Taxis will be provided;
- All activities will seek to avoid the potential for displacement of vehicles in to surrounding areas via appropriate transport provision and shared off-street provision;
- Disabled parking will be in line with need but recognising that in the Town Centre this provision will also be shared use and will include spaces in multi-storey car parking;
- Charging levels for parking will be set to cover the costs of administering parking including the cost of enforcement to address the issue of ticketing not covering costs. Charging levels will be used to enable the system to flexible, respond to longer term trends, and encourage behaviour change;
- New technologies will be adopted to support an efficient and cost-effective parking system for example e-permits, e-tickets, and electronic payments to make the service more efficient and flexible must be brought in as appropriate. Data gathering and analyse / intelligence on parking usage will be used to help ensure our approach is 'smart';
- Reviews of nearby Traffic Regulation Orders will be required as part of 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.

#### 4. REVISED TOWN CENTRE RESIDENT PARKING PERMIT SCHEME

- 4.1. In order to reflect the principles identified above, it is recommended that the town centre residents parking permit scheme for on-street be allocated at a rate of one per residency at permitted addresses with in the Town Centre Controlled parking zone due to the space available.

- 4.2. Residential Parking schemes in the current Town Centre Controlled Parking Zone Extension will remain but any future changes will be dealt with under the Residents Parking Policy Update 2020.
- 4.3. Addresses not listed as permitted addresses for on-street permits will be able to apply for contract permits in off-street parking this will include all new developments completed post 2020.
- 4.4. The Town Centre current controlled parking zones and the new Town Centre West will not have residents' visitor permits. No new residential parking zones will be allowed within the Town Centre controlled parking zone. Residents within these residential parking zones will not be eligible for any other type of residential Town Centre controlled parking permit.
- 4.5. Town Centre residential permits will not be valid in the one hour on-street parking bays to reduce conflict with the needs of other users.

### **Costs**

- 4.6. The costs of the permits will align with the principles adopted through the Council's Medium Term Financial Planning to balance the costs of services.
- 4.7. Permit Costs will be identified in the Council's annual fees and charges strategy and will be designed to cover the cost of the schemes and when necessary, encourage behaviours beneficial to the community, such as the adoption of more environmentally friendly vehicles. An administrative charge will also be identified in the fees and charges for replacement permits and changes of vehicle on permits
- 4.8. Blue Badge Holders who are residents will get a residents permit free of charge within the scope of the other rules of the permit system, for example only one permit per residency.
- 4.9. When setting charges, there is a need to consider the following factors:
  - parking charges can help to curb unnecessary car use where there is adequate public transport or walking or cycling are realistic alternatives
  - charges can reflect the value of kerb-space, encouraging all but short-term parking to take place in nearby off-street car parks where available. This implies a hierarchy of charges so that charges at a prime parking space would normally be higher than those either at nearby off-street car parks or at designated places in more distant residential areas. Such

hierarchies should be as simple as practicable and applied consistently so that charge levels are readily understandable and acceptable to both regular and occasional users;

- charges should be set at levels that encourage compliance with parking restrictions. If charges are set too high, they could encourage drivers to risk non-compliance or to park in unsuitable areas, possibly in contravention of parking restrictions. If on-street charges are set too low, they could attract higher levels of traffic than are desirable. They could discourage the use of off-street car parks and cause the demand for parking spaces to exceed supply, so that drivers must spend longer finding a vacant space

4.10. The above would indicate that charges for residents in the town centre should be similar to the charges for town centre contract parking. It would also indicate that parity with the other residential schemes is not recommended. The above would also indicate that if the purchase of off-street permits for residents is to be managed then the potential of escalating cost per permit should be considered.

4.11. Current cost information can be found in the appendix A. This sets out the initial costs of setting up a scheme and costs will need to be reviewed on an annual basis.

### **Eligibility for Permits**

4.12. In order to be eligible for a permit 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.

4.13. 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.

5. The following professions are eligible for a medical and carers permit:

- Arts Therapist

- Chiropodist
- Coroners Officers
- Dietician
- Doctor
- Midwife
- Nurse
- Occupational Therapist
- Orthoptist
- Prosthetist
- Orthotist
- Paramedic
- Podiatrist
- Physiotherapist
- Physical Therapist
- Registered Social Worker
- Speech Therapist

### **Administration of the scheme**

5.1 A list of residential addresses within the Town Centre Controlled Parking area will be generated in order to identify the properties which are eligible to apply for a permit. This information will be shared with the parking team to enable them to manage the scheme.

5.2 The parking team will provide suitable permitting for the schemes supported by appropriate information management to enable any necessary payment collection, permit issuing and enforcement to be successfully carried out.

### **Traffic Regulation Order**

5.3 On-street residents parking permits are provided based on a dispensation on an existing pay and display bay or within a car park. As such there is not a need to amend the current TRO for the Town Centre Controlled Parking Zone in order to approve the changes to the permit issuing as described. The proposed changes will be done under the current TRO.

### **Contacts**

5.4 All queries regarding permits and charges should be sent to [parking.admin@stockport.gov.uk](mailto:parking.admin@stockport.gov.uk)

## **Appeals**

- 5.5 Initial appeals regarding decisions on the setting up of new parking schemes or the review of old schemes should be submitted to the Head of Highways and Transportation via the [traffic.services@stockport.gov.uk](mailto:traffic.services@stockport.gov.uk) email address or writing to:

4th Floor Fred Perry House

Edward Street

Stockport

SK1 3XE

## **BACKGROUND PAPERS**

N/A

Anyone wishing to inspect the above background papers or requiring further information should contact Sue Stevenson - [sue.stevenson@stockport.gov.uk](mailto:sue.stevenson@stockport.gov.uk)

## APPENDIX A

### **Cost Considerations**

To have a contract parking place in the Town Centre costs £1404.00 off-street and £864.00 on-street where available.

If residents were parking on-street between 6pm and 9am week days and all day at weekends paying on-street charges it would cost approximately £1281.60 per annum.

The initial costs of delivering a permit scheme for a residential parking scheme is calculated as being:

	<b>Breakdown of costs for a small residential scheme of 50 houses</b>		
	<b>Initial cost (£)<sup>1</sup>.</b>	<b>Annually (£)</b>	<b>Per permit (£)</b>
Traffic services Officer/staff costs	1,837.07		<b>7.35</b>
Permit costs, Inc. staff		165.5	<b>3.31</b>
TRO costs	7,359.50		<b>29.44</b>
Legal Charges	45		<b>0.18</b>
Advertising	560		<b>2.24</b>
Enforcement staffing <sup>2</sup>		1069.12	21.38
<b>TOTAL COSTS</b>	<b>10,298.15</b>	<b>1,234.62</b>	<b>63.90</b>

As a result, the £31 per year charge for the ability to park in the Town Centre is not reflective of the costs of parking. Also, the Town Centre, which is highly accessible by other modes, is seen to be ideal for the

<sup>1</sup> spread over 5 years for the per permits costs

<sup>2</sup> Based on basic staff cost with overheads for 52 visits a year.



development of sustainable living. Low cost parking does not support this approach.

There are a range of charges in place across the GM area

Authority	Town Centre resident parking
Manchester	Residents permits within the city centre are split into 3 zones and pricing Zone 1: a 3 month permit is £195, 6 month £357, 12 month £650 Zone 2: £150 for 3 months, £275 for 6 months, and £500 for annual Zone 3, 3 month £75, 6 month £137, annual £250
Salford	Tariff for the paid schemes in £50 per year. No mention of differing tariff for Town Centre parking
Stockport	Residents permits currently cost £31
Wigan	Permits cost £17.50 per year.
Bury	£30 charge for residents parking permit
Oldham	No charge
Tameside	Residents permit schemes £30 per year No mention of differing tariff for Town Centre parking
Trafford	Residents permits £40 per year, No mention of differing tariff for Town Centre parking
Cheshire East	Resident Permits are £60 for the 1st Car and £75 for the 2nd Car. No mention of differing tariff for Town Centre parking
Derbyshire – Town Centre s	The current charges for permits are: resident's permit (first permit) - £35 per annum and second or subsequent permit, - £50 per annum
Leeds	No charge
Liverpool	No charge
Barnsley	First permit £25 per year Second permit £50 per year

Sheffield

Residents permit priced according to zones:  
City Centre inner zone: £260  
City Centre outer zone: £130  
Other zones - first permit: £46.80 any additional  
permits: £93.60