Appendix 1 – 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 parking 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;

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- Parking schemes which cover zones rather than individual streets (to support achieving the above principle) will be preferred;

- 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;

- Charging levels for parking will be set to cover the costs of administering schemes including the cost of enforcement to address the issue of ticketing not covering costs. Charging levels will also 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. 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.

4. Revised Residents Parking Policy

Process Overview for new Resident Parking schemes

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

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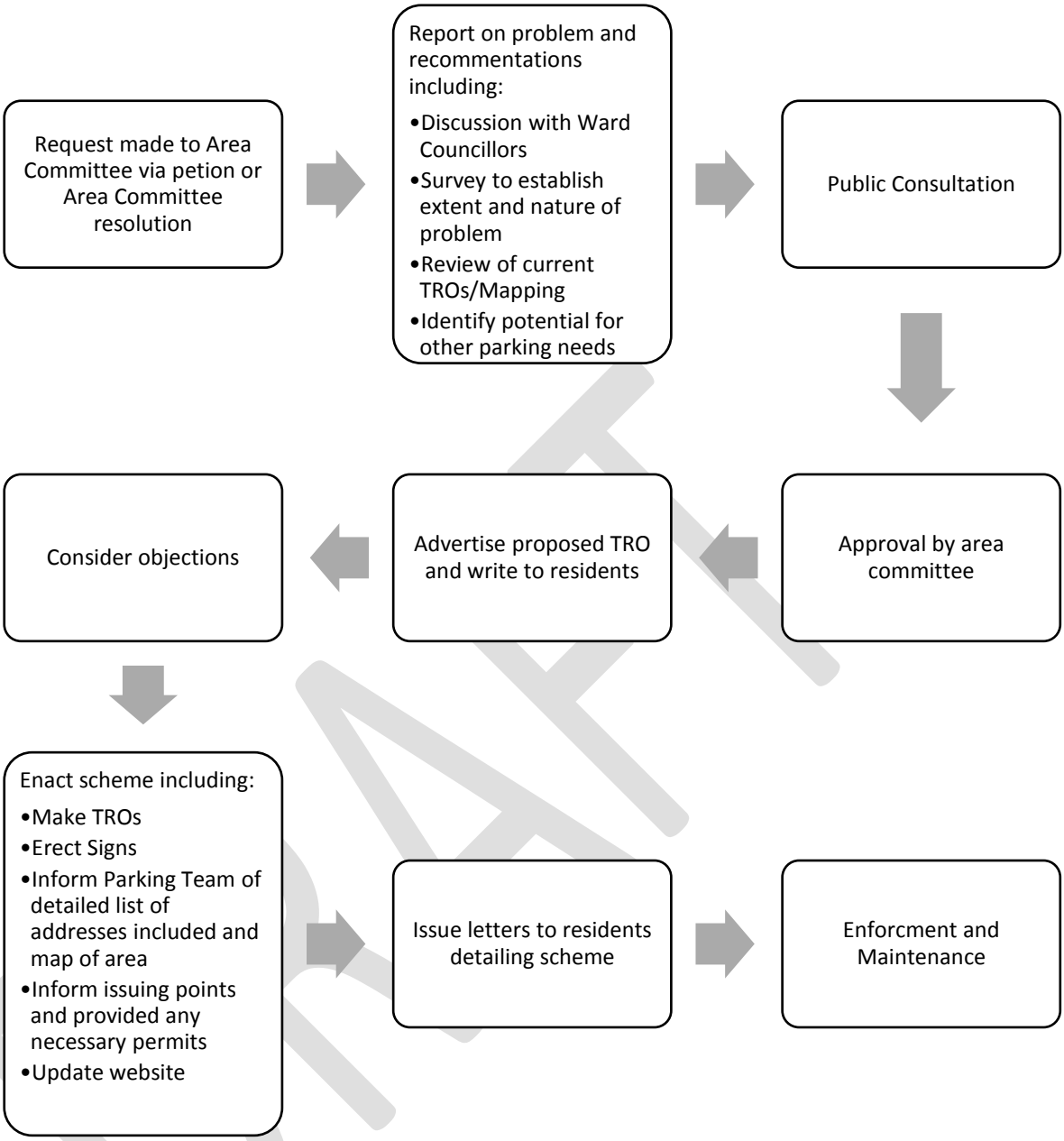

4.2. Any remaining free resident parking schemes/zones will continue to be moved to paid permits when they are reviewed due to maintenance or requests for new areas/addresses to be added including those added as a result of change of use for a building. This will be through a majority vote by residents in the current scheme/zone as to if they want a paid zone or to stop having residential parking.

4.3. Currently paid for residents parking zones (RPZ) will be considered under this new policy when they need to be reviewed.

4.4. 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.

4.5. Options will include but not be limited to:

- Residents only parking at all time
- Residents only parking only between certain hours
- Short stay Pay and Display parking for non-residents using local facilities in the zone.
- Loading bays a 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
- Potential for the inclusion of secure cycle parking where appropriate.
- Implementing other signage and lining to deter antisocial parking

4.6. All new and reviewed zones will be mapped clearly identifying all those properties included in the zone with a related list of property addresses.

4.7. 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

4.8. 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.

4.9. 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.

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4.10. The results of the survey, together with 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.

4.11. 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.

4.12. 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.

Unacceptable Locations

4.13. 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

4.14. 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

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- 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.

4.15. 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.

4.16. 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.

4.17. 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

Costs

4.18. 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.

4.19. The cost of carrying out surveys is to be borne by the Area Committee.

4.20. Permit Costs will be identified in the council's annual fees and charges policy and will be designed to cover the cost of the schemes delivered across the borough and, when necessary, encourage behaviours beneficial to the community such as the adoption of more environmentally friendly vehicles.

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An administrative charge will also be identified in the fees and charges for replacement permits and changes of vehicle on permits

4.21. Blue Badge Holders who are residents will be issued a visitor or a residents permit free of charge.

4.22. Councillors will receive a free permit covering all RPZ in their wards, to allow for them carrying out of their responsibilities. Executive Members permits will allow them to park in any RPZ in the borough.

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

Administration

4.23. 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.

4.24. 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.

Contacts

4.25. Parking Admin parking.admin@stockport.gov.uk for queries about permits and charge

4.26. Highways team traffic.services@stockport.gov.uk for queries about new schemes

Appeals

5. 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

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APPENDIX A

Cost Considerations

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

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

As a result, the £31 per year charge for the ability to park in the resident's zones is not reflective of the costs of parking. Visitor permits are currently charged at a fee of £32.37. The visitor permit cost for residents in possession of a Leisure Key Band A is £16.19.

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

Authority	**Town Centre resident parking**

[1] spread over 5 years for the per permits costs
[2] Based on basic staff cost with overheads for 52 visits a year.

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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	Tarif 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

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