

**STOCKPORT COUNCIL**  
**EXECUTIVE REPORT – SUMMARY SHEET**

**Subject: Resident Parking Policy Update**

**Report to: (a)** Marple Area Committee

**Date:** Tuesday, 20 April 2021

**Report of: (b)** Corporate Director for Place Management & Regeneration

**Key Decision: (c)** **NO / ~~YES~~** (Please circle)

Forward Plan ☐ General Exception ☐ Special Urgency ☐ (Tick box)

**Summary:**

- 1.1. The Resident Parking Policy was updated at the December cabinet meeting. As part of that agreement it has been decided that a prioritised approach to the backlog of residents parking zone (RPZ)/ resident parking schemes (RPS) requests will be implemented.
- 1.2. This report seeks update on the requested residents parking zones/schemes within the committee area.

**Recommendation(s):**

The area committee note that preferred priorities with regards to the delivery of potential schemes within their area will be discussed at ward briefings and note the potential costs and the resource requirements for scheme delivery.

**Relevant Scrutiny Committee** (if decision called in): **(d)**

Communities & Housing Scrutiny Committee

**Background Papers** (if report for publication): **(e)**

There are none.

Contact person for accessing  
background papers and discussing the report

**Officer:** Jon Brown  
**Tel:** 07800 618197

**‘Urgent Business’: (f)** **YES / NO** (please circle)

**Certification** (if applicable)

This report should be considered as ‘urgent business’ and the decision exempted from ‘call-in’ for the following reason(s):

The written consent of Councillor \_\_\_\_\_ and the Chief Executive/Monitoring Officer/Borough Treasurer for the decision to be treated as ‘urgent business’ was obtained on \_\_\_\_\_ /will be obtained before the decision is implemented.

**Resident Parking Policy Update**

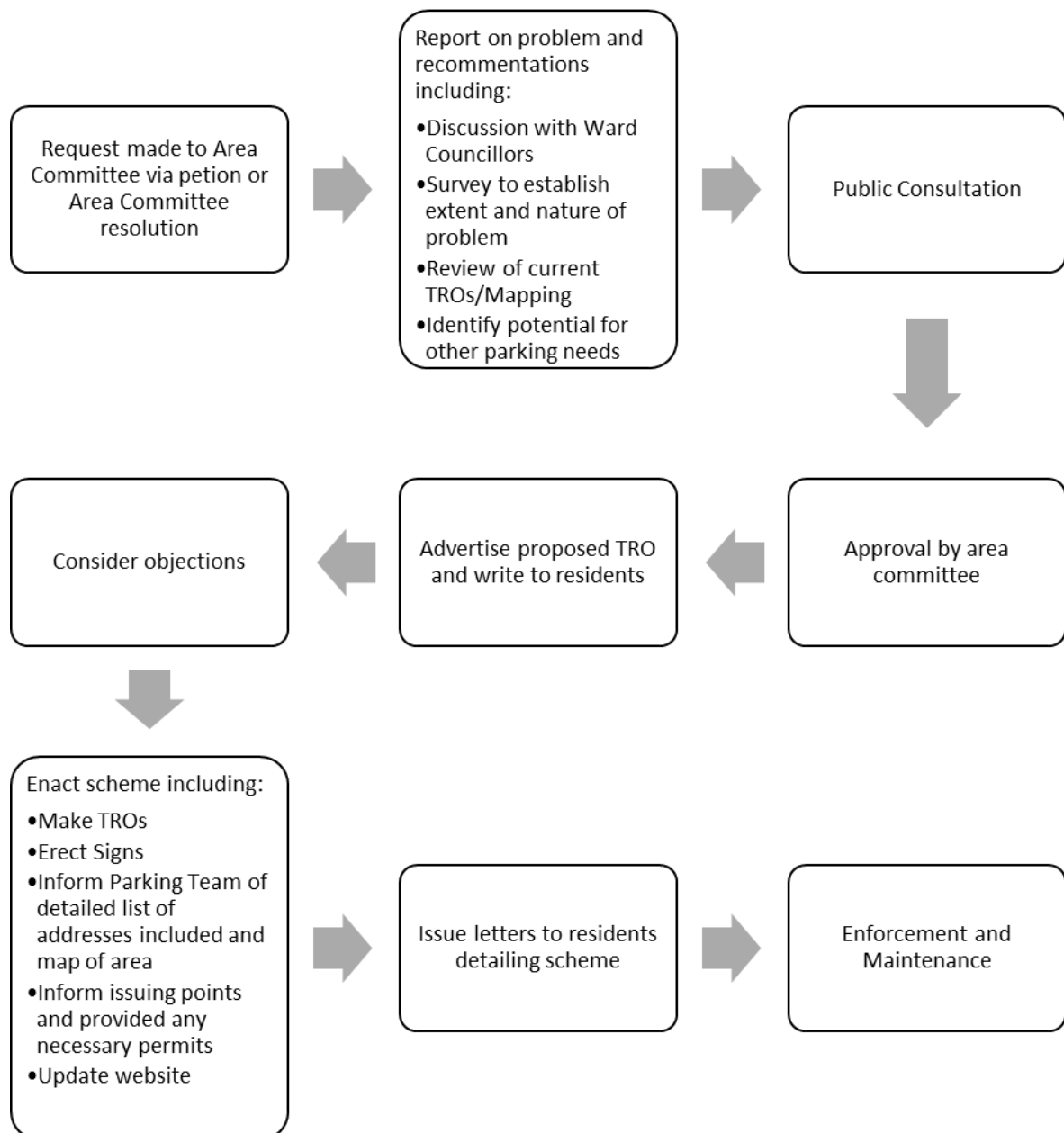
**Report of the Corporate Director for Place Management & Regeneration**

2. **Introduction**

- 2.1. The Resident Parking Policy was updated at the December cabinet meeting. As part of that agreement it has been decided that a prioritised approach to the backlog of residents parking zone (RPZ)/ resident parking schemes (RPS) requests will be implemented.
- 2.2. This report seeks update on the requested residents parking zones/schemes within the committee area.

3. **Background**

- 3.1. The amendments to the Residents Parking Policy have sought to improve the ability for both existing and new residents parking zones/schemes to be flexible to the needs of the area within which they operate. The policy has also sort to improve the financial viability of these zones / schemes including covering the cost of implementation.
- 3.2. The process for new residents parking will be as follows:



- 3.3. 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.
- 3.4. 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.
- 3.5. 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

- 3.6. All new and reviewed zones will be mapped clearly identifying all those properties included in the zone with a related list of property addresses.
- 3.7. 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
- 3.8. 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.
- 3.9. 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.
- 3.10. 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.
- 3.11. 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.
- 3.12. 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. 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.

#### 4. Unacceptable Locations

- 4.1. 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

#### 5. Costs

- 5.1. 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.
- 5.2. 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.
- 5.3. 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.
- 5.4. Permits for Medical / Carer Professionals will be £20.00 per vehicle from 1st April 2020.
- 5.5. Permits for Businesses will be £100 from 1st April 2020.
- 5.6. 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

- 5.7. 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 Councils fees and charges report and this report will supersede the information here.
6. Prioritisation
- 6.1. Officers are aware that a number of requests have been received in the interim and where these meet the new policy they will be prioritised for delivery before new schemes are considered.
- 6.2. Prioritisations will be discussed at individual ward briefings.
7. Recommendation
- 7.1. The area committee note that preferred priorities with regards to the delivery of potential schemes within their area will be discussed at ward briefings and note the potential costs and the resource requirements for scheme delivery.

### **Background Papers**

There are background papers to this report.

Parking Policy Report Cabinet decision 22/12/2020 the decision record can be seen at <http://democracy.stockport.gov.uk/ieDecisionDetails.aspx?ID=4884>

Anyone wishing further information please contact Jon Brown on 07800 618197.