

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Town Centre Controlled Parking Zone (CPZ) - Experimental Traffic Regulation Order (ETRO)

Report to: (a) Central Stockport Area Committee
2023

Date: Thursday, 9 March

Report of: (b) Director for Place Management

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

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

Summary:

To seek approval for the introduction of an Experimental Traffic Regulation Order (ETRO) to consolidate the existing arrangement, eligibility, and allocation of parking permits for residential properties located within the town centre Controlled Parking Zone (CPZ).

Recommendation(s):

The Director for Place Management requests that the Central Stockport Area Committee consider and comment upon the following proposals and that the Cabinet Member for Highways, Parks and Leisure Services approves the funding to legally advertise the experimental order as detailed on paragraph 3.4 of this report.

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:** Noel Nhengu
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‘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.

Town Centre Controlled Parking Zone (CPZ) - Experimental Traffic Regulation Order (ETRO)

Report of the Director for Place Management

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 The purpose of this report is to seek approval for the introduction of an Experimental Traffic Regulation Order (ETRO) to consolidate the existing arrangement, eligibility, and allocation of parking permits for residential properties located within the town centre Controlled Parking Zone (CPZ).

2. BACKGROUND

- 2.1. Parking in Stockport Town Centre is primarily governed by a CPZ which dictates where and when vehicles are able to park. It is operative Monday – Saturday, 8am – 6pm.
- 2.2. A CPZ is an area where mostly uniform and extensive yellow line restrictions are in place, with entry/terminal signs at specific locations to notify motorists upon entering/exiting the zone. Designated parking spaces are also provided within a CPZ, typically pay and display, disabled parking bays, permit/voucher parking etc; clearly delineated and signed as required.
- 2.3. Under the existing arrangement, vehicle owners residing in properties in the town centre within the CPZ with no alternative off-street parking may apply for a residents parking permit.
- 2.4. Residents parking permits for residential properties within the CPZ are however issued under dispensation. Holders of such permits are entitled to park on specific CPZ pay and display parking bays at any time.
- 2.5. A local government ombudsman decision however, recommended Stockport's Traffic Services to undertake a review of the existing Traffic Regulation Order (TRO) governing the CPZ, particularly the terms and issue of residents permits under dispensation.
- 2.6. The review established that there was no specific order regulating residents parking, the eligibility for permits and a systematic process of deciding the issuing of parking permits under dispensation.

3. PROPOSALS

- 3.1. It is proposed to introduce an Experimental Traffic Regulation Order (ETRO) to consolidate the existing arrangement for resident parking within the town centre CPZ. The area comprising of the CPZ is shown on drawing **NM27-CPZ_ETRO-01** appended to this report.

- 3.2. The changes are to be implemented on an experimental basis to enable the Council to assess the permits uptake numbers and the effects this will have on parking conditions and availability within the CPZ area.
- 3.3. Unlike permanent Traffic Orders, ETROs allow for the swift introduction of changes as they come into force after 7 days from the day on which the notice of order making was advertised; and stay in force for a period of up to 18 months. Members of the public are able to comment/object for a period of up to 6 months from the operative date of the order. Should objections be received, the Council is able to amend the proposals if so desired and equally, the order can be made permanent if the experiment is deemed successful.
- 3.4. In this instance, the proposed ETRO seeks to remove the need for dispensation by introducing a standardised permit eligibility for all existing residential properties within the zone. It is therefore proposed:
- That residential properties within the CPZ be eligible to purchase 1 parking permit (per address) for the purposes of parking on specific pay and display parking bays within the CPZ.
 - That residential properties within the CPZ be ineligible to purchase additional parking permits, including visitor permits/passes/scratch cards.
 - That any parking permits allocated to residential properties within the CPZ be authorised to park on pay and display parking bays with a maximum stay of 3 and 10 hours only.
 - That any new build residential properties and/or existing buildings converted from other use class to residential after 19th March 2023, not be eligible to apply for a residents parking permit within the CPZ.

4. LEGAL POSITION/IMPLICATIONS

- 4.1. The Traffic Management Orders would be made under Section 1 of the Road Traffic Regulation Act 1984. The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft Order.

5. CONSIDERATION OF ALTERNATIVE SOLUTIONS

- 5.1. No other alternatives were considered.

6. CONSULTATION

- 6.1. This is an experimental order thus, the consultation will run parallel to the experimental period for the first 6 months.

7. FINANCIAL IMPLICATIONS

- 7.1. The cost for legal advertisement will be approximately £600 and will be funded by Parking.

8. TIMESCALES

8.1. The experimental order will be in place for 18 months.

9. EQUALITIES/COMMUNITY IMPACT ASSESSMENT

9.1. Equal Opportunities

- To provide a suitable and safer environment for pedestrians and other road users. The scheme contributes to the Council's vision statement "Promote equal life outcomes for all by tackling known inequalities across the borough of Stockport".

9.2. Sustainable Environment

- To develop and sustain a healthy, safe and attractive local environment which contributes to Stockport. Stockport Council understands the responsibility it has to lead by example and help the broader community make a positive contribution to the local environment.

10. CONCLUSIONS AND RECOMMENDATIONS

10.1. The Director for Place Management requests that the Central Stockport Area Committee consider and comment upon the following proposals and that the Cabinet Member for Highways, Parks and Leisure Services approves the funding to legally advertise the experimental order as detailed on paragraph 3.4 of this report.

Background Papers

There are no background papers to this report.