



Economy Scrutiny Committee

Date: Thursday, 12 January 2023

Time: 2.00 pm

Venue: Council Antechamber, Level 2, Town Hall Extension

This is a **Supplementary Agenda** containing additional information about the business of the meeting that was not available when the agenda was published

Access to the Antechamber

Public access to the Council Antechamber is on Level 2 of the Town Hall Extension, using the lift or stairs in the lobby of the Mount Street entrance to the Extension.

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Membership of the Economy Scrutiny Committee

Councillors - Johns (Chair), Bell, Good, Moran, Noor, Raikes, I Robinson, Shilton Godwin and Taylor

Supplementary Agenda

7. **Revised Policy for Residents Parking Schemes** 3 - 14
Report of the Strategic Director (Neighbourhoods).

The purpose outlines a revised policy around the implementation and operation of Residents Parking Zones (RPZ) within the city. The revised policy reflects the feedback and issues that have been gathered during the process of extending the Christie Resident Parking Scheme and in the design of other planned schemes.

Further Information

For help, advice and information about this meeting please contact the Committee Officer:

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This supplementary agenda was issued on **Thursday, 5 January 2023** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 2, Town Hall Extension (Library Walk Elevation), Manchester M60 2LA

**Manchester City Council
Report for Resolution**

Report to: Economy Scrutiny Committee – 12 January 2023
The Executive – 18 January 2023

Subject: Revised Policy for Residents Parking Schemes

Report of: Strategic Director of Neighbourhoods

Summary

The purpose of this report is to agree a revised policy around the implementation and operation of Residents Parking Zones (RPZ) within the city. The revised policy reflects the feedback and issues that have been gathered during the process of extending the Christie Resident Parking Scheme and in the design of other planned schemes.

Recommendations

The Committee is recommended to:

- (1) Consider and comment on the content of this report and the proposed revised policy.

The Executive is recommended to:

- (1) Agree the revised policy appended to this report.

Wards Affected:

All

Environmental Impact Assessment - the impact of the issues addressed in this report on achieving the zero-carbon target for the city

Resident Parking Schemes (RPS) restrict parking in specific areas and therefore encourage the use of alternative measures such as public transport and sustainable travel.
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Equality, Diversity and Inclusion - the impact of the issues addressed in this report in meeting our Public Sector Equality Duty and broader equality commitments
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An assessment has been undertaken for the proposal in general and no negative impacts were identified as a result of this proposal.

Each individual scheme proposed should be subject to an Equality Impact Assessment (EIA) specific to the area and the scheme proposed. This may result in variations to schemes across the city.
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Manchester Strategy outcomes	Summary of how this report aligns to the OMS/Contribution to the Strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	Encouraging active travel and other transport modes across the city will support the growth of the economy and maximise the city's competitiveness.
A highly skilled city: world class and home grown talent sustaining the city's economic success	
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	
A liveable and low carbon city: a destination of choice to live, visit, work	The support and promotion of active travel and other sustainable transport will reduce carbon emissions by increasing the overall share of public transport, cycling and walking trips.
A connected city: world class infrastructure and connectivity to drive growth	

Full details are in the body of the report, along with any implications for:

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

Financial Consequences – Revenue

The potential additional annual costs of the proposed changes are up to £75k per annum. These costs will be met from the parking reserve.

Financial Consequences – Capital

None.

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Background documents (available for public inspection):

'Proposals for a Resident parking Policy' – Executive 12/09/2018

1.0 Introduction

- 1.1 Resident parking schemes have operated in the city for over 20 years. These schemes have been introduced into a number of areas to tackle the impact that commuter and other non-residential parking has on residential areas.
- 1.2 The Residents Parking Scheme (RPS) Policy was last considered in September 2018. The scheme has recently been reviewed following feedback from the Extended Christie RPS. The policy ultimately determines the design of the scheme through the restrictions that are put in place around resident and visitor parking.
- 1.3 Further, or expanded, schemes are planned in both Ancoats and Eastlands and Rusholme, this provides an opportunity to ensure that a single policy which works as effectively as possible for all current and future schemes is adopted.
- 1.4 Manchester continues to invest in cycling, walking and public transport schemes to provide alternatives for residents and commuters to access the city without the use of a private motor vehicle.

2.0 Background

- 2.1 Resident parking schemes are a restrictive solution to a significant problem created by a third-party attractor. Although a RPS will alleviate the original problem, it will also add restrictive consequences for residents within a controlled zone which need to be considered before implementation.
- 2.2 When a scheme is implemented, the whole area is reviewed in relation to road safety and other restrictions. As a result, single and double yellow lines may also be added which will result in further parking restrictions. Although these will be in line with agreed design principles followed across the city, they will further limit the availability of space for on-street parking.

3.0 Existing Policy Challenges

- 3.1 The existing policy has evolved over time in response to parking issues in neighbourhoods. The recent review has highlighted that the current policy creates issues within the design of the schemes, primarily because of the approach taken to visitor parking. The proposed extension of recent parking schemes, which covers a much greater area has highlighted this issue.
- 3.2 For example, comments raised by residents include: -
 - The visitor permit charge of £45 is perceived as unfair particularly if a scheme is intended to be funded from external contributions.
 - The visitor permit system requires you to go on-line to change registration details for every vehicle that visits.
 - You can only have one visitor permit activated at any one time. This prevents multiple family members visiting, tradespeople etc. and it is perceived as too restrictive.

- The double yellow lines that are added in tandem with the implementation of a Resident Parking Zone can significantly restrict the amount of parking on several streets and some of this is deemed unnecessary.
 - Double yellow lines around junctions appear excessive and inconsistent.
- 3.3 The issues above are mainly as a consequence of the policy to strictly limit visitor permits and to include a charge for the visitor permit. In order to ensure that this doesn't make it impossible for multiple visitors to one household, or general visitors to an area rather than a specific household, limiting waiting bays are included within the design of the scheme.
- 3.4 Limited waiting restrictions only apply during the hours of operation which varies between schemes. A limited waiting bay may, for example, allow for parking of up to 3 hours with no return in four hours. This is effectively designed to enable a short-term visitor to an area whilst preventing all day parking.
- 3.5 The inclusion of limited waiting bays often then creates a further issue with an increased requirement for double yellow lines. The waiting bays that are added are painted bays on the road for vehicles to park within. The width of the bay compared to the road is then used to determine if parking restrictions (double yellow lines) are required opposite the bays.
- 3.6 In order to mitigate this issue and provide more flexibility within the design of schemes a number of changes have been proposed to the guidance around Resident Parking Schemes attached as Appendix 1.
- 3.7 The primary changes are:
- Provision of two (previously one) free (previously £45 per annum) digital visitor permits for all residents, that can be managed within the online system.
 - Option for transferrable paper permits for those without digital access.
 - Provision of physical temporary parking permits (scratch cards) to all residents in addition to the permits. A number of scratch cards will be provided free to each household per annum, with further scratch cards available at an additional charge.
- 3.8 The overall approach is to promote the management of visitor permits online consistent with providing better and more efficient services through the Council's Digital Front Door. This also facilitates significant efficiencies within both enforcement activities and administration of the schemes.
- 3.9 The proposed changes around visitor parking will provide additional flexibility to the highway designers. This will enable more streets to adopt 'Past this Point' parking restrictions, where appropriate, which limits the reduction in available on-street parking capacity.
- 3.10 It will however create further restrictions and potential inconvenience to residents around the management of visitor parking. As with all resident

parking schemes, a balanced and pragmatic approach will need to be adopted across the whole area affected.

- 3.11 The policy also amends the approach to businesses to ensure that each business impacted will be considered on a case-by-case basis. This is to reflect the potential diversity between businesses and their relative needs in order to operate sustainably. All permits for businesses would however be chargeable and the Council would seek to provide limited waiting bays within the proximity of business to limit the potential adverse impact.

4.0 Feedback on Proposed Changes

- 4.1 There are currently no plans to change the design of existing schemes that are already in operation - these are considered to be working effectively.
- 4.2 However, feedback has been received on the proposed changes through drop-in sessions with residents within the extended Christie RPS.
- 4.3 The feedback around the proposed changes has been generally positive, with questions more focussed on the solutions and restrictions within individual streets, and the current boundaries of the scheme.
- 4.4 Some concerns were raised around how Homes of Multiple Occupancy (HMO's) are going to be treated due to the potential for these households to already have multiple vehicles and the potential for multiple requests for visitor permits. In response to this the policy proposes that Visitor permits are to be issued on a household, rather than individual, basis.
- 4.5 Concerns were also raised around the current on-line system for managing visitor permits. This system is due to be updated in 2023 with an improved interface and functionality.

5.0 Financial Implications

- 5.1 The revised policy would be applied to all current and future resident parking zones. The removal of the visitor permit charge and provision of scratch cards to each household within the current schemes is estimated to cost £75k per annum.
- 5.2 The enforcement of resident parking schemes would also be subject to review and monitoring. It is necessary to ensure that the resources deployed are proportionate to the scale of non-compliance. Therefore, regular reviews will be conducted in each area to determine the level of non-compliance and the level of enforcement resource required. Ultimately this resource will be deployed flexibly across the city should be largely self-financing through the revenue generated from fines.

6.0 Recommendations

6.1 The Economy Scrutiny Committee is recommended to consider and comment on the content of this report.

6.2 The Executive is recommended to agree the revised policy attached to this report.

7.0 Key Policies and Considerations

(a) Equal Opportunities

7.1 An Equality Impact Assessment will be carried out in relation to each Resident Parking Zone at the point of implementation or modification. There is no adverse impact anticipated for any protected characteristic group as a result of these policy changes.

(b) Risk Management

7.2 A risk workshop for each scheme will continue to be undertaken and a detailed risk log will be captured.

(c) Legal Considerations

7.3 There are no legal issues that arise from the recommendations in this report.

8.0 Appendices

Appendix 1 - Residents' Parking Scheme Provision – January 2023

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Residents' Parking Scheme Provision

January 2023

1.0 Introduction

- 1.1 Resident parking demands vary across the city. While many aspects of residents' parking are similar, there is a need for us to be able to respond to local differences with appropriate design.
- 1.2 There will be a number of general principles applied to RPS schemes, however it is not practical for all schemes to follow the same design as the hours of operation, geographic area and cause of the parking issue may vary considerably between schemes.

2.0 Key Principles

- 2.1 All new residents' parking schemes must follow these key principles:
 - No council funding should be used for implementing resident parking schemes. It is anticipated that this will normally be funded by the 'attractor'.
 - Operation, management and maintenance should be funded by the 'businesses or 'attractor', see section 2.2 below, or be self-funding from the revenue generated.
 - New resident parking schemes must not include charges for residents permits
 - The design of schemes must take account of provision for free visitor parking.
 - There needs to be significant support in the area and clear evidence will need to be provided of this including a robust consultation process.
 - There must be clear evidence of need for the scheme. This will include analysis from parking surveys to quantify the level of non-residential parking and the impact this is having on an area, and / or an analysis of the likely additional demand that will be created by a new attractor.
 - Enforcement of resident parking schemes should be effective and reviewed regularly with an analysis of levels of non-compliance.
 - Schemes need to clearly address the parking issues being faced by residents in any given area.
 - The effect of any areas' scheme should not, as far as possible, be detrimental to neighbouring areas or create the need for an additional scheme.
 - A full Equality Impact Assessment should be carried out for each individual scheme and include assessment of accessibility of parking permits. This may result in some scheme specific provisions.

2.2 Any new proposals will be assessed against these principles and if these principles cannot be met then a scheme will not be taken forward. Any charging would be to cover operational, management and maintenance costs and would need to be covered by the 'businesses or 'attractor' that is creating the parking demand. Examples include:

- Hospitals
- Airports
- Places of education
- Sporting venues
- Entertainment venues
- Universities
- City Centre / Commercial Development
- Other local attractor or combination of attractors

2.3 As part of the legal process all schemes will need to go through the correct channels with responses carefully considered and addressed before the scheme can start.

3.0 Funding

3.1 A core principle of future schemes is there should be no council revenue subsidy for running or maintaining the schemes, where possible.

3.2 The operational (revenue) costs for schemes are associated with maintenance. This includes both physical maintenance of signs and lines, maintenance of appropriate back-office systems, and the costs of enforcing the schemes and dealing with appeals.

3.2 The capital costs of a scheme are considerable and include design fees, approvals, advertising, consultation and physical works on site such as signing and lining plus additional traffic regulation orders. All funding will need to be found through external sources.

4.0 Visitor Permits

4.1 Resident parking schemes must make provision for visitors to be able to park in the area affected. This will be proportionate to the scale of the scheme and may include both long term (limited number of transferable permits) and short term (scratchcards) permits.

4.2 Within each proposed scheme a limited number of long-term visitor passes will be provided per eligible household, depending on scheme design. These will, where possible, be managed on-line allowing for the vehicle details to be changed / updated by residents as often as they require. Paper permits will be available by exception to those who require them.

4.3 A limited number of free short-term permits may also be provided annually, with further short-term permits chargeable. These will initially take the form of single use scratchcards that must be displayed in the vehicle. A book of 10 will be provided to each address annually with further books available to purchase. These are intended to cover specific circumstances, such as simultaneous attendance by multiple tradespeople or family parties, that cannot be accommodated through the use of the long-term permits.

4.4 All permits will be 'scheme specific' and cannot be used across all schemes in the city. Requests to purchase scratchcards will be monitored and reviewed to identify any potential misuse / resale of the permits.

4.5 Where practicable, the permits will be supplemented with locations within the boundary of the scheme that provide for 'limited waiting' or 'pay and display'. These are intended to reduce the inconvenience to residents when they have multiple visitors at any one time, and they travel in individual vehicles.

5.0 Carers Permits

5.1 People who live in a restricted parking zone (RPZ) area and require care can apply for a transferable free carer permit which can be used by those who are visiting to provide care. The permit is given to the person in receipt of care to give to their caregiver(s) at their discretion. It is a physical permit to display in the windscreen so that it is flexible for users.

6.0 Business Permits

6.1 There is an annual charge for business permits and for business visitor permits.

6.2 The number of business permits available along with the number of business visitor permits available will need to be assessed on a case by case basis to ensure that the needs of the wider community are considered.

6.3 The assessment will consider the size of the business and their ability to accommodate staff and visitors off the highway. Any large businesses will be expected to demonstrate a green travel plan.

7.0 Students

7.1 Students who live in the scheme area and who require a vehicle to complete their studies (for example, a student nurse on placement at a remote hospital) can apply for an annual permit free of charge. One permit provides for one student vehicle, valid for the academic year (September to June).

8.0 Enforcement

8.1 Enforcement of all schemes will be proportionate to the level of non-compliance that is identified and will flex according to need. The enforcement requirements of schemes will be assessed on a periodic basis through targeted enforcement activity.

9.0 Blue Badge Holders

9.1 Blue Badge holders can park in areas where RPZs are in place by displaying their blue badge. There will be no change to this current practice in new schemes.

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