

**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.
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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