

## TRAFFORD COUNCIL

**Report to:** Executive  
**Date:** 23 July 2018  
**Report for:** Decision  
**[Draft] Report of:** Executive Member for Environment, Air Quality and Climate Change

### Report Title

**Residents' Parking Scheme programme – 2018/19 & 2019/20**

### Summary

This report sets out the detailed list of schemes proposed under the capital programme for residents' parking schemes in 18 /19 and 19/20. These schemes have been identified as being of priority with the intention of implementing them across the next two years.

From this report the schemes for 2018 /19 and 2019/20 are required to be approved

### Recommendation(s)

It is recommended that the Executive:

1. Approve the residents' parking scheme programmes as set out in Appendix A;
2. Approve the proposed addition to the capital programme for 2018/19 and 2019/20, subject to resource availability;
3. Delegate authority to the Corporate Director for Economic Growth, Environment and Infrastructure to make minor changes to the programme.

### Contact person for access to background papers and further information:

Name: Melissa Wise  
Extension: 07966440625

Background Papers: None

### Implications:

Relationship to Policy Framework/Corporate Priorities	This report relates to the Corporate Priority of low Council Tax and Value for Money
Relationship to GM Policy or Strategy Framework	Relates to the GM priority for Safe and Strong Communities
Financial	The estimated total cost assuming all schemes go ahead as proposed is £1,174,000 over two years. This will be funded from the One Trafford Partnership reserve. Ongoing administration costs will be funded in full from the permit income.
Legal Implications:	Requirements of public consultation will be fulfilled and any Traffic Regulation Order will be progressed in accordance with the Road Traffic Regulation Act 1984 and the Traffic Signs Regulations & General Directions 2016.
Equality/Diversity Implications	No direct implications
Sustainability Implications	No direct implications
Resource Implications e.g. Staffing / ICT / Assets	No direct implications
Risk Management Implications	No direct implications
Health & Wellbeing Implications	Implementation of the proposed schemes will improve the wellbeing of residents through the alleviation of high volumes of vehicles parking and driving within specified residential areas
Health and Safety Implications	The unsafe parking of some vehicle is causing health and safety concerns for Trafford residents, road users and pedestrians. Successful implementation of the proposed schemes will alleviate many of the health and safety concerns around unsafe parking

## 1.0 Background

- 1.1 In March 2018 the One Trafford Partnership were requested to develop proposals for introducing Residents' Parking Schemes ("RPS") at various locations across Trafford in order to clear the current backlog of potential schemes. This request was predominately as a result of the large number of requests received to deal with indiscriminate parking in residential areas across the Borough.
- 1.2 The One Trafford partnership held a historical database of requests which totalled 60 as of March 2018, this number was subsequently analysed to determine if some schemes could be combined into area wide parking schemes. This exercise resulted in that number being reduced down to 29.
- 1.3 A full list proposed schemes is contained in Annex A. Whilst the number to be progressed now stands at 29 this may vary and some schemes may be discontinued as the overall project moves forward and enters the consultation phase.
- 1.4 Each scheme will be subject to full consultation with local ward members and residents, after which it will be determined whether to progress with the scheme,

amend it or not proceed. Authority to establish and implement a Traffic Regulation Order in relation to each scheme will be sought from the Executive.

- 1.5 The Council recognises that the introduction of RPS is a practical way of managing the issues associated with on-street parking by commuters, non-residents, shoppers and visitors to residential areas.

## **2.0. What is a Residents' Parking Scheme?**

- 2.1 Whilst it must be remembered that there is no right to park on the highway, the primary purpose being for passage and re-passage of vehicles, there are often a number of residential areas which will benefit from the introduction of RPS where such parking would not interfere with the primary purpose of the highway. On-street parking problems are generally created by shoppers or commuters. In some areas such parking might prevent residents who have no off-street facility (forecourt, drive, garage etc.) from finding a parking space reasonably close to their home.
- 2.2 The power to implement a Residents Permit scheme lies with the Highway Authority under the Road Traffic Regulations Act 1984. Residents' parking schemes are achieved by introducing a Traffic Regulation Order within the provisions of the Road Traffic Act 1984 after the completion of formal statutory procedures and the resolution of public objections in consultation.
- 2.3 The order restricts parking but exempts permit holders (residents and if appropriate other groups, i.e. their visitors and health care workers) from those restrictions.
- 2.4 With such permit schemes the street or area is divided into prohibited and permitted parking and in order to park where permitted a valid permit or paid for parking ticket must be displayed. The affected or restricted area is commonly referred to as the 'zone'.
- 2.6 Permit categories can vary and existing schemes operate with provision for residents generally being within permit holder only or shared use bays. Shared use bays provide an exclusive facility for permit holders at specified times of the day but can also all provide limited waiting at other times, free from such restriction, providing flexibility and utilising available highway space when residents are at work.
- 2.7 Permits are issued at the discretion of the Council and any vehicles found parked without a valid permit or paid for ticket are subject to a Penalty Charge Notice (PCN).

## **3.0 Criteria for a Residents' Parking Scheme**

- 3.1 To ensure residents of different areas are treated consistently, the 29 new schemes need to be introduced based on a standard set of principles. The following criteria must be met in order for a RPS to be considered:
  - All requests for a RPS must be submitted in writing and fully supported by at least one of the three local Ward Councillors from the area in question.
  - The results of any consultation require at least 51% of the properties in the area that are surveyed to confirm that they are in favour of the proposed introduction of the

scheme (Note: As opposed to the number of residents surveyed or the number of responses to the survey).

- In areas where there is a large student or transient population, the consultation exercise will be tailored and suitable to the specific circumstances involved and may not be solely dependent on a 51% majority.
- For a RPS to be introduced there should be an observable and persistent parking problem that causes frequent and significant disturbance to the local residents, over the majority of the day.

3.2 Where the outcome of the consultation indicates that fewer than 51% of the properties in the area surveyed confirm that they are in favour of the proposed scheme, the Council will not consider a similar request for a residents parking scheme unless either of the following occurs:

- There has been a significant change in circumstances within the area, including new developments, that has resulted in an impact on the traffic management arrangements in the locality.
- A period of at least 24 months has elapsed following the previous consultation exercise.

3.3 Schemes will be designed so that the impact and creation of further parking problems on adjacent streets is minimised or avoided where possible. Schemes will be subject to a post-implementation review in order to monitor and measure any impacts and to consider if adjustments are required. Individual properties on roads that are part of the scheme can be excluded from eligibility for residents' parking permits if that exclusion was a specific part of the planning consent for the property, such as part of a section 106 agreement.

3.4 It is common practice when designing RPS to consult further afield than just the roads currently suffering parking problems to consider the potential for the parking problem to transfer to adjacent roads.

#### **4.0. Types of Permit and Associated Charges**

4.1 The following is a description of the types of permits that may be available in a scheme and the maximum number of each type of permit that will be available per property. Application for permits must be made in the form required by the Council.

- **Resident's Permit:** A resident is considered to be any person living at the property and should be registered in the Council Tax records. The maximum number of permits allowed per property will be at the discretion of the Council but will generally be unlimited, as the charging mechanism will, it is anticipated curtail excessive requests. Where applicable, each permit will be charged at the prevailing rate. Each vehicle requiring a permit must be registered with the DVLA at the property.

- **Visitor Vouchers:** Visitor vouchers are available to individuals who are visiting residents who live within the parking scheme. A book of 25 vouchers is available for residents to purchase for their respective visitors at a cost of £11/book with a maximum available of 25 books (300 visitor vouchers/annum) Vouchers must not be issued by residents to commuters – this will be deemed to be misuse which may result in the withdrawal and cancellation of any visitor and resident's permits without refund

- **Business Permit:** Business permits are currently available within Trafford, but only in a small number of schemes. Whilst accommodating Business Parking is generally considered to be against the objectives of a RPS, the facility to accommodate a small number of business permits for business management is generally accepted as providing an operational concession to assist business management in continuing to run their operation, whilst the scheme is in operation.

Permit Type	Duration	Cost
Visitor Voucher	25/year	£11/book
Business Permit	1 year	£150
Medical Permit	1 year	£100

- **Blue badge holders:** The provision of blue badge holders is unaffected by the existence of a residents' parking scheme. Blue Badge holders residing within the area must apply for and buy a parking permit if they require one. Blue badge holders who are non-residents are allowed to park for up to 3 hours within the parking zone on yellow lines but not within the parking place on the proviso that the Blue Badge and 'clock card disc' are correctly displayed in the vehicle.

- **Carer Permit:** Carer permits will take the form of a paper permit and will be issued free of charge to residents who require a regular level of care from one or more carers. An application for a Carer permit must be made in writing to the Council's Parking Services and must include a letter from a GP, or Social Services, or other documentation to demonstrate the need for a Carer. The Carer permit will be assigned to the property as opposed to the carer and is valid only for use in the permitted zone.

- **Medical / Pastoral Permit:** This is a permit that allows eligible medical staff to park in a Residents' Parking scheme to make health visits to patients in the zone. Any person that satisfies the Council that he or she is a fully registered medical practitioner providing medical care or alternatively is a minister providing pastoral services to residents within the parking scheme, will be eligible for a Medical / Pastoral Permit. One permit will be issued to each applicant and will be in paper format. Medical permits will be chargeable at the prevailing rate.

- **Special Permits:** At the Council's discretion, permits may be authorised in exceptional circumstances for use by for use by non-residents to allow for works / services to be carried out at the property.

## 5.0. Times of Operation

5.1 The times of operation for individual Residents' Parking Scheme will be determined at the initial design and consultation stages of the implementation process.

5.2 As a general principle, the standard times of operation will be from 08:00am to 18:00pm during Monday to Friday. However, under exceptional circumstances, the operational times will be set to reflect the increase in commuter parking on specific

days / times within the area if necessary to tackle shift patterns for example with Call Centres .

## **6.0. The next stages/programming**

- 6.1 Subject to approval of the Executive, Members will be invited to review the schemes proposed in their ward areas prior to resident consultation. Members will have the opportunity to meet the design team and discuss potential changes with individual team members taking that particular scheme forward.
- 6.2 Following completion of the process, schemes will be designed and residential consultation commence in August/September 2018. Residents will be given four weeks to consider the proposals and come back with any potential issues.
- 6.3 A full programme has been developed covering every aspect of delivery, and a Traffic Engineer/Project Manager is in place to regularly monitor developments and update the programme as the project moves forward. Once residential consultation starts, each individual scheme will take on its own individual timescale due to the time required to resolve particular issues or not as the case maybe.

## **7.0 COST / BUDGET**

- 7.1 The total cost for the whole project is £1,174,000 across the following two years - 18/19 and 19/20 if all schemes progress as proposed. This will be funded from the One Trafford Partnership reserve. Ongoing administration costs will be funded in full from the permit income.

### **Other Options**

The Council could continue to manage the applications on an individual basis, but this would further delay the processing of these applications with the knock on effect in terms of the failure to address the underlying problems currently faced by residents

### **Consultation**

Subject to approval by the Executive, a full consultation with all members of affected wards will commence. We will then move into residential (and business if applicable) consultation stage. During this process members and residents will have the opportunity to provide full feedback on the residents parking schemes affecting their wards and residences.

### **Reasons for Recommendation**

- To improve parking provision across the Borough of traffic and provide a fit for purpose solution to alleviate ongoing residential parking issues
- To ensure that members and resident's concerns are addressed within the implementation of the proposed schemes.
- To address new area and ward problems due to new development, transport and infrastructure

**Key Decision**): Yes

**If Key Decision, has 28-day notice been given?** Yes

**Finance Officer Clearance** (type in initials).....PDC.....

**Legal Officer Clearance** (type in initials).....DS.....



**CORPORATE DIRECTOR'S SIGNATURE** (electronic).....

To confirm that the Financial and Legal Implications have been considered and the Executive Member has cleared the report.

## Appendix A: List of Schemes

Residents Parking Scheme 18/19 - 19/20		
Scheme Reference Number	Roads within Boundary	Additional Information
1	Cavendish Rd, Stretford	Scheme amendment
2	Murieston Road, Cambridge Road, Hale	Scheme extension
3	Stamford Park Rd, Queens Rd, Cedar Rd, Oak Rd, Beech Rd, Hawthorn Road, Elm Rd, Finchley Rd, School Rd, Moss Lane, Mayor's Rd, St Jame's Court, Hale/Altrincham	Scheme extension
4	Gloucester Rd & Urmston Town Centre	Partial ongoing scheme
5	Whitehall Rd area, Framingham Rd, Woodbourne Rd, Walton Rd, Georges Rd etc., Sale	
6	Montague Rd, Stamford Place, Marlborough Rd, Baxter Rd, Kelvin Ave, Sale	
7	Churchill Rd, Salisbury Rd, Hartington Rd, Altrincham	
8	Willow Tree Rd, Culcheth Rd, Peel Ave, Spring Road, Seddon Rd, Hale	Scheme extension
9	Lorne Grove, Chapel Grove, Albert Ave, Moss Vale Rd, Urmston	
10	Church Lane, Greenbank Road, Hall Ave, Ashton on Mersey	
11	Lloyd Square, Altrincham	
12	Kings Rd, Warwick Rd Sth, Rye Bank Rd, Stretford	Scheme extension
13	Navigation Road scheme	Scheme amendment
14	Urmston Lane, Link Ave, Firwood Ave, Stretford	
15	Altrincham Town Centre pay & display	
16	Kings Rd, Tresco Ave, Hillingdon Rd, Hapton Ave, Truro Ave, Faulkner Rd etc., Radnor St, Trafford Grove, Stretford	
17	Townfield Gardens & Sylvan Grove, Altrincham	Partial ongoing scheme
18	Balfour Rd, Carrsvale Ave, Urmston	
19	Alice St, James St, Hampson St, Od Hall Rd, Sale	
20	Flixton Rd, Urmston	
21	Delamere Ave, Grange Ave, Stretford	
22	Ashlands, Sale	
23	Higher Downs, Albert Square, Altrincham	
24	Seamons Road, Altrincham	
25	Upper Chorlton Rd (Wellington Crescent area)	
26	Lloyd Gardens, Altrincham	
27	Churchfields, Manor Ave, Sale	
28	Winstanley Rd, Cranford Ave, Lynn Ave, Sale	
29	Clifton Avenue, Linden Avenue, Daresbury, Clarendon Ave, Osborne Road, Orchard Road too. (REVIEW)	Scheme review/amendment