

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Residents Parking Scheme - Bateson Street area, Stockport

Report to: (a) Central Stockport Area Committee
2022

Date: Thursday, 10 March

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:

This report contains a desk-top study for a residents parking scheme around the Bateson Street area of Stockport

Recommendation(s):

That the Central Stockport Area Committee notes the details of the desk-top study and approves the release of £4k funding as per Stockport Council's Residential Parking Scheme Policy to enable public consultation and legislative processes as required for consideration of the introduction of a Traffic Regulation Order (TRO) in the form of a residential parking scheme on Alpine Road, Bateson Street, Carlton Crescent, Mountain Street and Peak Street, Stockport.

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

'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.

Residents Parking Scheme - Bateson Street area, Stockport

Report of the Corporate Director for Place Management & Regeneration

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 This report details a desk-top study which analyses the parking conditions on Bateson Street and adjacent roads. The report also seeks authorisation and funding to the amount of £4k to enable Officers to carry out a public consultation in the area for the purposes of ascertaining support or otherwise for the introduction of a residential parking scheme to alleviate the parking issues experienced by residents.

2. BACKGROUND

- 2.1. The Council has over the years received concerns and complaints from residents of Bateson Street and adjacent roads regarding the traffic and parking conditions in the area. Issues have been linked to school pick up/drop off traffic for children attending Vernon Park Primary School on Peak Street nearby. Additionally, all day parking from drivers who work in the area.
- 2.2. The Brinnington and Central Ward Councillors have also received representations going back several years regarding parking issues.
- 2.3. With a lot of regeneration work being carried out in Stockport Town Centre, it is envisaged that parking in the area is likely to intensify due to the location's proximity to the town centre. This is a source of concern for the Councillors.
- 2.4. The area is also subject to the introduction of road safety measures at the school's access points. These works have already been approved by the Area Committee and expected to be implemented in the coming weeks.

3. DESK-TOP STUDY DETAILS

- 3.1. The local parking arrangements/availability in the Bateson Street area currently consist of the following:
- i. The southwest side of Bateson Street has 13 frontages and 53m of unrestricted kerbside parking. This can accommodate up to 9 vehicles.
 - ii. The northeast side of Bateson Street has 12 frontages and 59m of unrestricted kerbside parking. This can accommodate up to 10 vehicles.
 - iii. In total there are 25 properties on Bateson Street and a total on-street parking capacity for 19 vehicles.
 - iv. The northerly side of Peak Street has 14 frontages and 90m (73m+17m) of unrestricted kerbside parking (measured from the 'No Entry' to the cul-de-sac end). This can accommodate up to 15 vehicles.
 - v. The southerly side (school side) of Peak Street has 'school keep clear' restrictions and a disabled badge holder parking bay. The unrestricted kerbside can accommodate up to 7 vehicles (32m+10m).
 - vi. In total, Peak Street can accommodate up to 21 vehicles.

- vii. The school keep clear markings are only operative 8am-5pm Mon-Fri. Outside of the restrictive hours this provides an extra 8 vehicular parking spaces.
- viii. The combined parking capacity for Bateson Street and Peak Street is 40 vehicles (excluding the 8 extra spaces on the 'keep clear').
- ix. The southwest side of Alpine Road has 15 frontages and 89m of unrestricted kerbside parking. This can accommodate up to 15 vehicles.
- x. The northeast side of Alpine Road has 16 frontages and 77m (38m+39m) of unrestricted kerbside parking. This can accommodate up to 12 vehicles.
- xi. Mountain Street has no frontages and possesses 62m (31m on each side) of unrestricted kerbside parking. This can accommodate up to 10 vehicles.
- xii. In total, Alpine Road and Mountain Street have a total combined capacity for 37 vehicles serving 31 residential properties.
- xiii. Carlton Crescent is a cul-de-sac with 9 properties and a block with 23 flats. There are 9 marked parking bays along with of unrestricted kerb space suitable for parking up to 4 vehicles. Carlton Crescent therefore has capacity of 13 vehicles.

3.2 According to the 2011 census, car ownership in the area is 0.64 per property. The Department for Transport (DfT) projects vehicle ownership increases to be between 1% to 2% annually. Over the 10 years from the date of census, a 1% yearly increase results in a 0.71 present ownership rate, with a 2% yearly increase equating to 0.78 present car ownership rate per property.

- i. From the above figures, there is total number of 39 properties (25 on Bateson Street & 14 on Peak Street).
- ii. The total number of properties (39) multiplied by 0.71 (the lower DfT projection of annual car ownership rise since 2011) projects that 28 parking spaces are required altogether.
- iii. This number rises to 31 spaces required when multiplied by 0.78 (the higher DfT projection of annual car ownership).
- iv. The above projections fall within the existing parking availability of 40 spaces, with a surplus of 9 spaces.
- v. There is a total of 31 properties on Alpine Road, multiplied by 0.71 & 0.78 ownership projections results in 22 or 24 vehicles in the area.
- vi. This falls within the existing parking availability of 37 spaces, with a surplus of 13 parking spaces.
- vii. There are 32 properties on Carlton Crescent, multiplied by 0.71 & 0.78 ownership projections results in 22 or 25 vehicles, a shortfall of 12 to the current available parking.

3.3 When working out available kerb parking spaces we use 5.5m for the cars on the end of the parking area/bay and 6m for cars parking in the middle, which is based on design guidance to allow for parallel parking. The exact vehicle ownership numbers in the area can only be ascertained through a survey/parking questionnaire.

3.4 The only and major traffic generator in the area is Vernon Park Primary school. Like any typical school, weekdays during the school term are marked by school drop-off/pick traffic. Although this is for a short duration in the morning and afternoon, the mere presence and volume of the extra vehicles create unwanted competition for kerbside parking thus adversely affecting locals who in some cases are not able to park near their home.

- 3.5 Looking at the area as a whole, a total of 102 properties are predicted to have 79 vehicles; with the area having 90 on street parking space available thereby giving a surplus of 11 spaces. There are also 8 additional spaces available outside of the restrictive hours of the school keep clear. Note this is assuming that all residents are at home, with no visitor, home help, or impact from the nearby school's staff/visitors. Furthermore, the ownership rate may be higher than predicted, further exacerbating the above estimated shortfall.
- 3.6 In accordance with the policy, for an area to qualify for a residents parking scheme, investigations must show a daytime problem that 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. Additionally, 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.
- 3.7 In addition, any proposal to introduce some form of parking scheme will likely see the total available kerb space reduce considerably due to the need to satisfy Highway Code standards. For example, double yellow lines would need to be installed at all junctions and the Peak Street/Mountain Street cul-de-sac ends will need to be always kept clear by prohibiting parking to provide some form of vehicular turning head. A reduction in parking would inadvertently mean that the number of permits issued to residents in the event of a permit scheme will also be limited to reflect this.

3.8 Road Safety around schools – Vernon Park Primary School proposals

- i. Reduction of single yellow line on easterly side of Bateson Street from existing 15m to 10m.
 - ii. Proposed 5 metre double yellow lines at the junction of Bateson Street and Peak Street.
 - iii. Proposed 6m double yellow lines on the northerly side of Peak Street at the 'No Entry' build out.
 - iv. Relocation of the existing school keep clear restrictions on Peak Street and addition of uncontrolled tactile paving and associated bollards.
 - v. Proposed 16.5m single yellow line (Mon-Fri, 8-9.30am & 2.30-4pm) on the westerly side of Alpine Road to tie in with double yellow lines at the turning head.
 - vi. 2 Access protection markings on Mountain Street
- 3.9 Once the above proposals are implemented, the kerbside parking availability will change as per below.
- i. The northeast side of Bateson Street will have 62m of unrestricted kerbside parking, able to accommodate up to 10 vehicles.
 - ii. The southwest side of Bateson Street will have 50m of unrestricted kerbside parking, able to accommodate up to 8 vehicles.
 - iii. In total Bateson will be able to accommodate 1 less vehicle (18 instead of 19).
 - iv. With the introduction of double yellow lines restrictions, the northerly side of Peak Street will have 85m (14m+71m), able to accommodate up to 12 vehicles.
 - v. Once the school keep clears are rejigged (possibly change the word rejigged to tailored?) on the southerly side of Peak street, the capacity should remain the same at 7 vehicle capacity.
 - vi. In total Peak Street will be able to accommodate 2 vehicles less (19 instead of 21).

- vii. Once the single yellow line is installed, the southerly side of Alpine Road will have 72.5m of unrestricted kerbside parking, enough for up to 12 vehicles instead of 15 (a reduction of 3). The single yellow line will not be in operation at all times, and will therefore, supplement parking needs when not operative.
 - viii. Mountain Street will have roughly 25m of unrestricted kerbside on each side, enough to park up 8 vehicles. This would be a reduction of 2 vehicles.
- 3.10 The safety measures will result in a total loss of around 8 kerbside parking spaces in the area altogether. It is however worth noting that around 4 – 5 spaces would be lost anyway if a parking scheme were to be introduced to junction protection etc.

3.11 Summary of parking availability post safety measures.

- i. A total of 102 properties requiring at least 79 spaces (based on higher DfT threshold of 0.78)
- ii. There would be 82 on street kerbside parking spaces available, a surplus of 3 spaces to the predicted minimum required.
- iii. There would be an additional 8 spaces available for parking before 8am and after 5pm on weekdays when the school keep clear markings are not operative. These 8 spaces would be available 24/7 on weekends.
- iv. There would be a further 3 spaces available on Alpine road outside of the operative times of the new single yellow line, which is only restrictive for 2 hours in the morning and evening peak times

4. LEGAL POSITION/IMPLICATIONS

- 4.1. None.

5. CONSIDERATION OF ALTERNATIVE SOLUTIONS

- 5.1. N/A

6. CONSULTATION

- 6.1. Subject to approval of this report, a consultation and surveys will be progressed and reported to a future Central Area Committee.

7. FINANCIAL IMPLICATIONS

- 7.1. £4k, funded from the Brinnington & Central Delegated Ward Budget.

8. TIMESCALES

- 8.1. If approval is granted and funding made available, a consultation exercise will be carried out in the Bateson Street area as soon as is practicable.

9. EQUALITIES/COMMUNITY IMPACT ASSESSMENT

- 9.1. N/A

10. CONCLUSIONS AND RECOMMENDATIONS

10.1. The Corporate Director Place Management and Regeneration requests that the Central Stockport Area Committee notes the contents of the desk-top study and approves the release of £4k from the Brinnington & Central Ward Delegated Budget to enable the undertaking of a consultation exercise in the locality in line with Stockport Council's Residential Parking Scheme Policy.

Background Papers

There are no background papers to this report.

Anyone wishing further information please contact Noel Nhengu by email on noel.nhengu@stockport.gov.uk