

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Residents Permit Parking Petition - Vernon Street, Hazel Grove

Report to: (a) Stepping Hill Area Committee
2023

Date: Tuesday, 18 April

Report of: (b) Director of Place Management

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

Forward Plan General Exception Special Urgency (Tick box)

Summary:

This report contains a desktop study which details the existing parking conditions following the receipt of a petition requesting the introduction of a residents permit parking scheme on Vernon Street, Hazel Grove.

Recommendation(s):

The Director of Place Management requests that the Area Committee notes the contents of the desktop study and approves that no further action be taken at this time.

Should the Area Committee not wish to accede to the above recommendation or believe there is an immediate need for a parking scheme in the area then funding to the amount of £6k will have to be made available from the Hazel Grove Delegated Ward Budget to enable consultation and further investigations.

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

Officer: Noel Nhengu

background papers and discussing the report **Email:** noel.nhengu@stockport.gov.uk

'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 Permit Parking Petition - Vernon Street, Hazel Grove

Report of the Corporate Director for Place Management & Regeneration

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 This report contains a desktop study which details the existing parking conditions on Vernon Street, Hazel Grove.

2. BACKGROUND

- 2.1. With only 4 residential properties fronting Vernon Street, a petition signed by all 4 households was received by Stockport Council requesting the introduction of a residents permit parking scheme.
- 2.2. Residents cited difficulties attaining parking spaces outside their homes due to non-residents parking on their street, sometimes for prolonged periods.

3. DESKTOP STUDY DETAILS

- 3.1. Vernon Street is split into 2 sections by way of bollards. These sections both have individual accesses, namely London Road and Peter Street.
- 3.2. The section of Vernon Street accessed via London Road is wholly restricted by yellow lines representing no waiting at any time; no waiting Monday – Saturday, 8am – 7pm and no loading Monday – Friday, 7am – 9.30am & 3.30pm – 6.30pm. There are 2 residential properties, along with a vehicular access to a private parking area on the southerly side. The northerly side has a vehicular access to the back of No. 39 London Road.
- 3.3. The section of Vernon Street accessed via Peter Street has no waiting restrictions. The northerly side has 4 residential properties, a vehicle accessible vacant piece of land currently for sale (former business premise) and the gable end section to a corner property. The southerly side consists of entrances to the back of Grosvenor Street properties which includes one vehicular entrance with an access protection marking.
- 3.4. Focusing on the Peter Street accessed section, both sides of this road are each roughly 68 metres long. Taking vehicular accesses into consideration, this street can accommodate up to 20 vehicles (10 on each side).
- 3.5. When working out the 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.
- 3.6. According to the 2011 census, car ownership in the area is 0.88 per property. The Department for Transport (DfT) projects vehicle ownership increases to be between 1% to 2% annually. Over the 11 years from the date of census, a 1% yearly increase results in a 0.98 present ownership rate, with a 2% yearly increase equating to 1.09 present car ownership rate per property.

- a) The 4 properties, multiplied by 0.98 (the lower DfT projection of annual car ownership rise since 2011) equates to 3.92 cars per household.
- b) For the higher DfT projection rate 1.09, the 4 properties would represent a car ownership rate of 4.36 cars per household.

3.7. In essence, it is anticipated that the residential properties of this section of Vernon Street own a total of roughly 4 vehicles (1 per household on average). There is therefore ample on-street kerbside parking spaces available to cater for these. However, it is noted that the above are projections thus, the actual vehicle ownership numbers in the area may be higher and exact numbers can only be ascertained through a survey/parking questionnaire. Additionally, it is accepted that the possible future development of the vacant land may affect vehicle numbers on this road.

3.8. With only 4 properties on this road, it can be concluded that the majority of vehicles that park on Vernon Street belong to non-residents. This would also include residents from the terraced Grosvenor Street, whose back yards are accessed via Vernon Street.

3.9. In 2017 representations were also made by numbers 53, 55 & 59 Peter Street requesting designated permit parking bays. This request was not approved, therefore, it is also envisaged that some of these households park their vehicles on Vernon Street.

3.10. Due to the petition from the 4 Vernon Street households, it is clear that residents are experiencing some difficulties with parking on their street. However, the petition refers to "difficulties parking outside our own homes" as opposed to lack of parking altogether. The inconveniences of not being able to park outside one's home are appreciated however this on its own does not ordinarily necessitate the introduction of permit restrictions.

3.11. Based on the above, Network Management recommends that no further action be taken, and a permit parking scheme is not progressed at this time as the available unrestricted kerbside parking far exceeds the projected vehicle ownership.

3.12. It would also be beneficial to await the ongoing land sale and see the resulting effects. Whilst there are valid fears any forthcoming development/land use may exacerbate the situation; this is only speculative. In any case, should a development of some kind come to realisation, any scheme progressed at this time may need to be amended to reflect the changes, thus requiring further funding from the Delegated Ward Budget.

3.13. If Councillors prefer a scheme is progressed in the immediate, there is a requirement that £6k funding is made available from the Hazel Grove Delegated Ward Budget. This would fund the initial consultation to ascertain residents' support, further investigations along with site surveys to monitor the external impact from outsider vehicles.

3.14. It is also the view of Network Management that any schemes and/or consultations undertaken, whether imminent or otherwise; include Peter Street, Grosvenor Street and Yeoman Close as any changes to Vernon Street are likely to impact those streets owing to their lack of restrictions and minimal kerbside parking availability.

3.15. Please however note that for an area to qualify for a residents parking scheme, Stockport Council's Residential Parking Scheme Policy states that investigations must show a daytime problem that around 60% of the cars do not belong to residents and around 85% of the available kerb space is occupied for more than 6hrs of the day. Furthermore, there is a night-time problem if around 40% of the cars do not belong to residents and around 85% of the available kerb space is occupied for more than 4hrs of the night.

4. FINANCIAL IMPLICATIONS

4.1. **None** if a scheme is not progressed however, **£6k** will be required should Members prefer a consultation and further investigations are undertaken.

5. CONCLUSIONS AND RECOMMENDATIONS

5.1. The Director of Place Management requests that the Area Committee notes the contents of the desktop study and approves that no further action be taken at this time.

5.2. Should the Area Committee not wish to accede to the above recommendation or believe there is an immediate need for a parking scheme in the area then funding to the amount of £6k will have to be made available from the Hazel Grove Delegated Ward Budget to enable consultation and further investigations.

Background Papers

There are no background papers to this report.

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