

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Resident Parking Scheme - Greenvale Drive, Cheadle

Report to: (a) Cheadle Area Committee
2023

Date: Tuesday, 1 August

Report of: (b) Director for Place Management

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

Forward Plan ☐ General Exception ☐ Special Urgency ☐ (Tick box)

Summary:

This report details a desk-top study of the parking availability on Greenvale Drive, Cheadle, following a petition from the residents for a Resident Parking Scheme.

Recommendation(s):

The Director of Place Management requests that the Cheadle Area Committee note the contents of the desk-top study and acknowledge the view of Network Management; the purpose of a Resident Permit Parking Scheme is not to provide parking for resident's additional vehicles or in situations where residents chose not to utilise their private garage facility for the purpose of parking their vehicle. Resident Permit Parking Schemes are inherently introduced to assist residents by making it easier to park nearer to their home, particularly in areas where off-street parking availability is minimal to none e.g. terraced residential streets without front gardens and that no further action be taken as the most of the residents have access to a garage which is located underneath each individual property, providing parking for at least 1 vehicle.

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 £4k will have to be made available from the Cheadle West & Gatley Delegated Ward Budget to enable consultation and further investigation.

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: Nicola Ryan
Tel: 0161 474 4409

'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.

Resident Parking Scheme - Greenvale Drive, Cheadle

Report of the Director for Place Management

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 This report contains a desk-top study which details the parking availability on Greenvale Drive, Cheadle.

2. BACKGROUND

- 2.1. A petition containing support from 11 out of the 20 households on Greenvale Drive was submitted to the Council requesting 'Resident Only Parking' owing to on-going problems experienced by residents when it comes to parking.
- 2.2. It is noted that there are 28 properties in total located on Greenvale Drive. Therefore, taking this into account the required 51% support has not been met 8 properties were not petitioned. However, Network Management have continued to complete the desk-top study.

3. DESKTOP STUDY DETAILS

- 3.1. The below study details the existing parking availability/arrangements on Greenvale Drive, Cheadle, as established through measurements on Google Maps and our in-house mapping system QGIS.

3.2. Greenvale Drive, Cheadle

The petition states that Greenvale Court is a separate road which has its own allocated parking. However, according to our records, Greenvale Court is located on Greenvale Drive, albeit on a section of unadopted highway. The petition states that residents of Greenvale Court have their own allocated private parking and for this reason, have been excluded from the petition.

According to our records, Greenvale Drive consists of 28 properties in total, all appear to be of a 'townhouse style' with 3 floors and it is noted that all these properties appear to have access to off road parking by way of a garage located underneath each individual property; nos. 1-20 are situated on the section of adopted highway of Greenvale Drive, whereas nos. 21-28 are situated on the section of unadopted highway/private road of Greenvale Drive.

Additionally, at least one property on Greenvale Drive also appears to benefit from further off-road parking provision at the side of the property together with the associated lowered kerbs enabling vehicular access;

3.3 Greenvale Drive – West Side:

According to our records, there are x20 buildings which are understood to be individual residences numbered 1 to 20.

It is noted that:

- a) These properties are located on the adopted highway.
- b) These properties all appear to have off-road parking facilities by way of a garage. The garage is located underneath each individual property and looks to be able to accommodate at least x1 vehicle. Additionally, 1 no. property also appears to benefit from further off-road parking to the side of their property with the associated lowered kerbs to enable vehicle access.
- c) There is a Traffic Regulation Order 'No Waiting Monday to Saturday 8am – 6pm' (single yellow line) in place on the narrowest section of Greenvale Drive from its junction with Gatley Road for approximately 61 metres.
- d) Taking off the off road/garage parking facilities and current parking restrictions (single yellow line):
 - Monday to Saturday between the hours of 8am to 6pm, there is no unrestricted kerb space available.
 - Monday to Saturday **after** 6pm and on a Sunday, there is potentially room for 2 cars to park, providing there are no vehicles parked directly opposite.

3.4 **Greenvale Drive – East Side:**

According to our records, there is x1 building, this is Greenvale Court which contains 8 separate residences (nos. 21 to 28). There is also unrestricted parking available fronting properties nos. 12 to 20 which includes x1 Advisory Disabled Persons Parking Bay.

It is noted that:

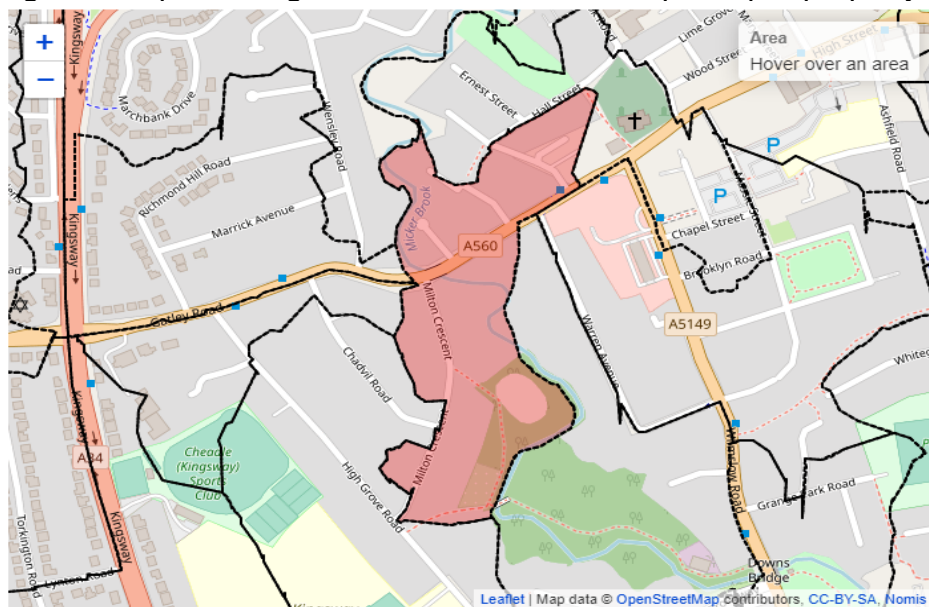
- a) Greenvale Court, Greenvale Drive is located on a section unadopted highway.
- b) The properties located in Greenvale Court on Greenvale Drive have access to off road parking facilities, by way of a garage. The garage is located underneath each individual property and looks to be able to accommodate at least x1 vehicle. There also appears to be some additional parking available which can accommodate up to 7 vehicles fronting properties nos. 21-28. However, access to this area appears to be restricted by a lockable barrier and only available for those residents of properties no. 21-28. It is unknown whether the barrier is locked at any time or whether this remains in an open position.
- e) There is a Traffic Regulation Order 'No Waiting Monday to Saturday 8am – 6pm' (single yellow line) in place on the narrowest section of Greenvale Drive, from its junction with Gatley Road for approximately 68 metres.
- f) The highway layout of Greenvale Drive is not like a regular street/road. The unrestricted area of parking is set out to look like more of a car park and is located fronting property nos. 12 to 20.
- g) Taking off the off-road/garage parking facilities and current parking restrictions (single yellow line), and ensuring access to residents' garages can be maintained:

- Monday to Saturday between the hours of 8am to 6pm there is room for approximately 10 vehicles to park, which includes the x1 marked out Advisory Disabled Parking Bay.
- Monday to Saturday **after** 6pm and on a Sunday, there is sufficient room for approximately x10 vehicles; this is x10 vehicles parking in the space fronting properties nos. 12-20, and x2 after the entrance into Greenvale Drive from Gatley Road, providing that there are no vehicles parked directly opposite. Thereby potentially providing parking availability for x12 vehicles.

3.5 According to the 2021 census, car ownership in the area is 1 per property. The Department for Transport (DfT) projects vehicle ownership increases to be between 1% and 2% annually. Over the 2 years from the date of the census, a 1% increase results in a 1.02 present ownership rate, with a 2% yearly increase equating to 1.04 (or 1.1 when rounded up) present car ownership rate per property.

- 20 properties have been included for the purpose of this desktop study (properties 1-20 Greenvale Drive); therefore, 20 residential properties multiplied by 1.1 (the higher DfT projection of annual car ownership rise since 2021) equals 22.
- It is therefore, projected that at least 22 cars require parking on this road.
- The total available parking on the adopted highway, Monday to Saturday, **before** 8pm (10), plus the private parking capacity (20) represents a total of 30 vehicles. There is a surplus of 8 on-street parking spaces to current projections.
- The total available on-street parking on the adopted highway, Monday to Saturday, **after** 6pm and on a Sunday (12, plus the private parking capacity (20) represents a total of 32 vehicles. There is a surplus of 10 on-street spaces to current projections.

3.6 Figure - Map showing area where car ownership is 1 per property.



- 3.7 Based on the higher predicted rate, current statistics show a 75.5% workforce with 46.6% still working from the majority from home. Therefore, we can assume that 13 vehicles are owned by residents working from home. As private parking capacity (garages) can accommodate at least 20 vehicles we would not expect any impact on the availability of on-street parking or rather the parking area referred to as a 'designated car park'.
- 3.7 Please note that visitors to residents, and parking associated with the Greenvale Court on Greenvale Drive have not been considered in any of these calculations. Thus, the above calculations may be impacted more, reducing the amount of parking space available.
- 3.8 When working out available parking spaces we use 5.5metres for the cars on the end of the parking area and 6metres for cars parking in the middle, which is based on design guidance to allow for parallel parking. However, as previously mentioned in this report, the highway layout of Greenvale Drive fronting property nos. 12-20 is set out to look more like a car park. Therefore, when working out parking spaces for this area we use 2.4metres, this is to allow cars to park vertically, side by side. Notwithstanding the above figures, it is possible that vehicle ownership has grown at more than the higher DfT projection rate of 2% per year, thereby making the surplus parking space less. The exact vehicle ownership numbers in the area can only be ascertained through a survey/parking questionnaire.
- 3.9 The petition states emergency vehicles cannot get down the road due to people from outside the area blocking up the entry point; however, from the information available at the time of compiling this desktop study, Network Management have not received any such concerns from any of the emergency services.
- 3.10 The petition states that residents of Greenvale Court are trying to claim permanent space for themselves on the car park designed for Greenvale Drive. The petition further states that residents of nearby roads have claimed permanent spaces leaving no room for residents who live on Greenvale Drive to park. According to our records, the area referred to as 'the car park designed for Greenvale Drive' is adopted highway and is not designed for any one specific group of residents.
- 3.11 The petition states that currently there are x11 parking spaces however, using our measurements as detailed in point 8, there is room for 10 vehicles. Thus, if any changes were to be implemented, residents would lose x1 parking space.
- 3.12 The purpose of a Resident Permit Parking Scheme is not to provide parking for resident's additional vehicles, or in situations where residents choose not to utilise their private garage facility for the purpose of parking their vehicle, or for their visitors; Resident Permit Parking Schemes are inherently introduced to assist residents by making it easier to park nearer to their home, particularly in areas where off-street parking availability is minimal to none e.g. terraced residential streets without front gardens. In this respect, all the properties on Greenvale Drive have off-street parking facilities. This significantly reduces the need for residents to use the adopted highway for parking purposes.
- 3.13 The process of introducing permit parking schemes initially involves a long-drawn-out process of design, consultation, and legal work thus an enormous amount of Officer/Engineer time is involved. Depending on the size of the scheme, the upfront financial outlay by the Council is £20,000. It is, therefore, imperative for these types

of schemes to be able to, in part, fund/run themselves to alleviate a situation whereby there is a year-on-year financial commitment to the said permit areas at the expense of other commitments that the Council may wish to direct its resources. Taking this into account, permits need to be purchased on an annual basis to help fund the installation, maintenance, and parking enforcement visits. Residents who have off road parking, such as garages are likely to only buy permits for the car(s) they need to park on the street thus making it a financial burden on the Council.

- 3.14 With 1 petition having been received from residents of Greenvale Drive, it is clear the area is experiencing some parking issues. However, from the desk top study that has been carried out, Network Management would recommend no further action be taken as all of the residents have access to off-road parking for at least 1 vehicle. However, if Councillors prefer a report can be submitted to the next Area Committee where we will be seeking funding to the tune of £4k from the delegated ward budget. This would fund the initial consultation to see if there is residents' support and if so, site surveys will be conducted to monitor the external impact from other car users.
- 3.15 If Councillors prefer to fund a scheme, £4k from the delegated ward budget is required. This would fund the initial consultation to see if there is residents' support and if so, site surveys will be conducted to monitor the external impact from other car users.
- 3.16 Please note however, 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 space is occupied for more than 6hours of the day. Furthermore, there is a night-time problem if around 40% of the cars do not belong to the residents and around 85% of the available space is occupied for more than 4hours of the night. When determining parking availability, garages will also be considered as available parking for residents as well as the un-restricted space referred to in the petition as the 'designated car park'.

4. FINANCIAL IMPLICATIONS

- 4.1. £4,000 to be funded from the Cheadle West & Gatley delegated ward budget.

5. EQUALITIES/COMMUNITY IMPACT ASSESSMENT

5.1. Equal Opportunities

- To provide a suitable and safer environment for pedestrians and other road users. The scheme contributes to the Council's vision statement "Promote equal life outcomes for all by tackling known inequalities across the borough of Stockport".

5.2. Sustainable Environment

- To develop and sustain a healthy, safe and attractive local environment which contributes to Stockport. Stockport Council understands the responsibility it has to lead by example and help the broader community make a positive contribution to the local environment.

6. CONCLUSIONS AND RECOMMENDATIONS

- 6.1 The Director of Place Management requests that the Cheadle Area Committee note the contents of the desk-top study and acknowledge the view of Network Management; the purpose of a Resident Permit Parking Scheme is not to provide parking for resident's additional vehicles or in situations where residents chose not to utilise their private garage facility for the purpose of parking their vehicle. Resident Permit Parking Schemes are inherently introduced to assist residents by making it easier to park nearer to their home, particularly in areas where off-street parking availability is minimal to none e.g. terraced residential streets without front gardens and that no further action be taken as the most of the residents have access to a garage which is located underneath each individual property, providing parking for at least 1 vehicle.
- 6.2 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 £4k will have to be made available from the Cheadle West & Gatley Delegated Ward Budget to enable consultation and further investigation.

Background Papers

There are no background papers to this report.

Anyone wishing further information please contact Nicola Ryan on telephone number Tel: 0161 474 4409 or by email on nicola.ryan@stockport.gov.uk