

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Elmfield Drive, Marple - Resident Permit Parking

Report to: (a) Marple Area Committee
2023

Date: Wednesday, 2 August

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 details a desk-top study of the parking availability on Elmfield Drive, Marple, following a petition from the residents for a Resident Parking Scheme.

Recommendation(s):

The Director of Place Management requests that the Marple Area Committee note the contents of the desk-top study and acknowledge the view of Network Management; 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 off-road parking, with the majority providing parking for at least 2 vehicles.

Due to the nature of the reasons provided by the residents in their petition for a Resident Permit Parking Scheme, a more practicable solution could be a School Street and therefore, suggest the Council again contacts the school to discuss the possibility of a School Street, and to review their travel plan and understand if they are working in accordance with that travel plan. Discussions would also include the concern and welfare of pupils using this entrance and if there are any other alternatives that can be used/trialled.

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 Marple North Delegated Ward Budget to enable consultation and further investigation.

Relevant Scrutiny Committee (if decision called in): (d)
Communities & Transport 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 4348

'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.

Elmfield Drive, Marple - Resident Permit Parking

Report of the Director of Place Management

1. INTRODUCTION AND PURPOSE OF REPORT

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

2. BACKGROUND

- 2.1. A petition was submitted to the Marple Area Committee in June 2023 signed by 10 households from Elmfield Drive requesting the introduction of Resident Only Parking.
- 2.2. The petition states that Elmfield Drive is a short road with no turning circle and a history of accidents and near misses from people dropping off and collecting pupils from Rose Hill Primary School. For the safety of the residents and those gaining access to or leaving school, residents are requesting the introduction of a Resident Only Parking between the hours of 7.30am-9.30am & 2pm-4pm.
- 2.3. In response to this petition Stockport Council's Network Management Section has carried out a desk top study. Usually, the desk top study would not include officers carrying out on-site investigations however, due to the location and the concerns detailed in the petition, on-site investigations have been carried out.

3. DESK-TOP STUDY DETAILS

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

3.2. Elmfield Drive, Marple

On entry to Elmfield Drive, there is a 'No Waiting at Any Time' Traffic Regulation Order (double yellow lines) in place, which extends for approximately 10 metres on both sides to protecting the junction from parked vehicles and to aid movement of traffic at the junction.

There is also a 'Prohibition of Entry' Moving Traffic Regulation Order in place on the whole of Elmfield Drive. This restriction begins from its junction with Stockport Road prohibiting all vehicles, except for those which are authorised between the hours of 8.15-9am and 2.45-3.30pm.

Elmfield Drive is unlike other cul-de-sacs; it does not have a turning head at the bottom of the cul-de-sac. Instead, there is an entrance to Rose Hill Primary School.

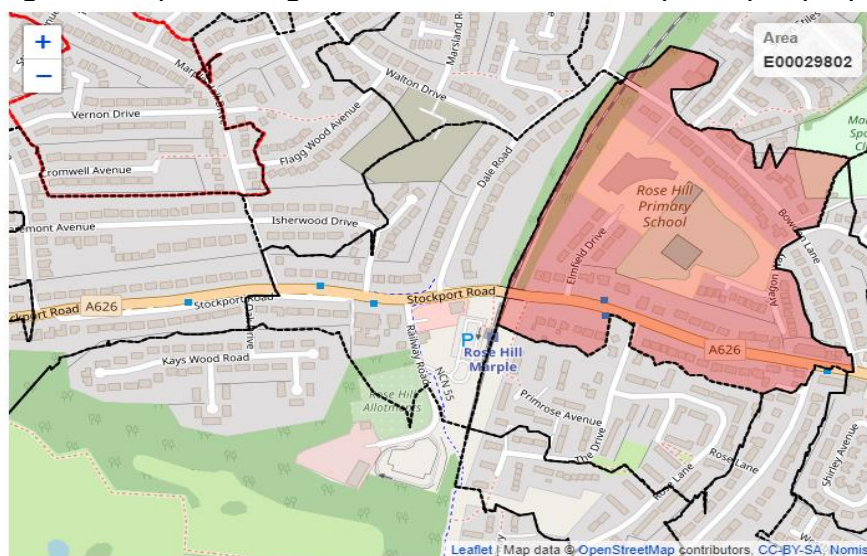
According to our records, Elmfield Drive consists of 15 residential properties and x1 school (Rosehill Primary School). Additionally, one of the properties on Stockport Road, Marple access their off-road parking on Elmfield Drive.

All properties have off road parking facilities by way of a driveway/garage for at least one vehicle, with the majority of the properties being able to accommodate at least two vehicles and a small number being able to accommodate more than two vehicles. Approximately, the off-road parking available on Elmfield Drive can potentially accommodate 26-28 vehicles.

It is noted that several properties do not have full legal vehicular crossing points; the driveway on the properties have been extended to accommodate more than one vehicle however, the actual vehicular crossing point itself has not been extended. Therefore, meaning some motorists/residents may be accessing some of their off-road parking unlawfully, as they may be bumping up the kerb.

Due to the highway layout of Elmfield Drive, and assuming vehicles are parked wholly on the carriageway, there is on-street parking availability for up to approximately 9-10 vehicles. During the site visits, officers observed vehicles parking on both sides of the road with some, partially parked on the footway, causing an obstruction for pedestrians, some of which were very young children.

- 3.3. 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.
- a) 15 properties have been included for the purpose of this desktop study; therefore, 15 residential properties multiplied by 1.1 (the higher DfT projection of annual car ownership rise since 2021) equals 17.
 - b) It is therefore, projected that at least 17 cars require parking on this road.
- 3.4. The total available on-street parking at any one time (9), plus the private parking capacity (24) represents a total of 35 vehicles. As private parking capacity (driveways/garages) can accommodate at least 24 vehicles we would not expect any impact of this projected car ownership increase on the availability of on-street parking.
- 3.5. Figure - Map showing area where car ownership is 1 per property.



- 3.6. Based on the higher predicted rate, current statistics show a 75.5% workforce with 46.6% still working from home. Therefore, we can assume that 10 vehicles are owned by residents working from home. As aforementioned, private parking capacity (driveways/garages) can accommodate at least 24 vehicles therefore, we would not expect any impact on the availability of on-street parking.
- 3.7. Please note that visitors to residents, and parking associated with the Elmfield Drive have not been considered in any of these calculations. Thus, the above calculations may be impacted more if these are included, reducing the amount of parking space available.
- 3.8. When working out available kerb 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. 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 reducing any surplus parking space. The exact vehicle ownership numbers in the area can only be ascertained through a survey/parking questionnaire.
- 3.9. 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 have off-street parking facilities. This significantly reduces the need for residents to use the adopted highway for parking purposes.
- 3.10. Parking Enforcement of Resident Parking Schemes: Civil Enforcement Officers are committed to 1 visit per week however, they cannot commit to visiting at specific times or provide additional visits. Of course, if they received a request for enforcement from a resident, they would arrange for a patrol to attend a location as soon as operationally possible however, this may not be the same day. However, it should be noted that before a Civil Enforcement Officer can issue a Penalty Charge Notice to a vehicle, they must carry out a 5-minute observation period.
- 3.11. Parking Enforcement at schools: Civil Enforcement Officers are committed provide 1 visit for each school within the borough every half term. When requested, and where operationally possible, additional visits may be scheduled. However, it should be noted that before a Civil Enforcement Officer can issue a Penalty Charge Notice to a vehicle, they must carry out a 5-minute observation period. If a vehicle has stopped or is parked on 'School Keep Clear Markings' no observation period is required, and the Civil Enforcement Officer can issue an immediate Penalty Charge Notice.
- 3.12. The process of introducing permit parking schemes initially involves a long-drawn-out process of design, consultation, and legal work which therefore requires an enormous amount of Officer/Engineer time. 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/driveways 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.

- 3.13. The petition states there is a history of accidents on Elmfield Drive. Network Management have checked the information recorded on the Accident Database for the last 10 years, (30/09/2012 to 30/09/22 latest data available) and can confirm that no accidents resulting in personal injury have been recorded.
- 3.14. With 1 petition having been received from residents of Elmfield Drive, it is clear the area is experiencing some issues. However, in this instance the issues do not appear to be parking related and are more related to motorists (both school and resident related) turning their vehicles around in the road, with some of these manoeuvres being done immediately in front of the school. In carrying out these manoeuvres, some motorists are mounting the pavement, conflicting with pedestrians many of which are very young children going into and coming out of the school. This is not something a resident permit parking scheme would resolve as it would not prevent motorists driving in and out of the road or turning their vehicles around in the road.
- 3.15. A more practicable solution to prevent motorists behaving in such a way would be the stop unauthorised vehicles entering the street. This could be a School Street, for which Elmfield Drive would be potentially suitable for.
- 3.16. A School Street supports active travel and cleaner air by reducing the number of vehicles in the area but does not exclude all non-resident vehicle movements as essential visitors (such as care workers) and families who are Blue Badge holders still require access. The arrangements are intended to create a more pleasant start and end to the day for everyone in and around school communities and to encourage walking, cycling and scooting to school. Access to a School Street is managed by volunteers at the closure points where there are timed access restrictions around school drop-off and pick-up times during term time only. Closure points are in place using cones and road closure signage with a trained volunteer marshal covering closures at all times.
- 3.17. Residents would be provided with permits to pass through the closure and access for key works and emergencies would also be maintained.
- 3.18. It should be noted, for a School Street to be successful it would require the residents and school working collaboratively, as ultimately the school and residents would need to volunteer their services twice a day (school pick up and drop off) during term time to close the road.
- 3.19. It should also be noted, Stockport Council approached the Rose Hill Primary School approximately 2 years ago to discuss the possibility of introducing a trial School Street. However, at that time the headteacher did not wish to commit to such a scheme. Experience of School Streets in Stockport confirms that the full support and involvement of a school is essential as they would take responsibility for managing the arrangements on a daily basis.
- 3.20. In regard to residents parking, please note that for an area to qualify for a residents parking scheme, 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 6 hours 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 kerb space is occupied for more than 4 hours of the night. When determining parking availability, garages will also be considered as available parking for residents as well as the un-restricted kerb space. (Stockport Council's Residential Parking Scheme Policy).

3.21. Elmfield Drive would, therefore, not meet the current criteria as set out in the policy and Network Management would not advise to progress with a resident parking scheme. However, if Councillors prefer, they could provide £4k from the delegated ward budget to 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.

3.22. Network Management would suggest the Council again contacts the school to discuss the possibility of a school street, and to review their travel plan and understand if they are working in accordance with that travel plan. Discussions would also include the concern and welfare of pupils using this entrance and if there are any other alternatives that can be used/trialled.

4. FINANCIAL IMPLICATIONS

4.1. £4,000 to be funded from the Marple North 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

The Director of Place Management requests that the Marple Area Committee note the contents of the desk-top study and acknowledge the view of Network Management; 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 off-road parking, with the majority providing parking for at least 2 vehicles.

Due to the nature of the reasons provided by the residents in their petition for a Resident Permit Parking Scheme, a more practicable solution could be a School Street and therefore, suggest the Council again contacts the school to discuss the possibility of a School Street, and to review their travel plan and understand if they

are working in accordance with that travel plan. Discussions would also include the concern and welfare of pupils using this entrance and if there are any other alternatives that can be used/trialled.

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 Marple North 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 4348 or by email on nicola.ryan@stockport.gov.uk