

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Resident Parking Scheme - Marple District Centre

Report to: (a) Marple Area Committee
November 2023

Date: Wednesday, 29

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 desktop study of the parking availability around certain residential streets in Marple District Centre, following a petition from the residents for a Resident Parking Scheme.

Recommendation(s):

The Director for Place Management requests that the Marple Area Committee note the contents of the desktop study and consider the following options:

- To progress to consultation with residents and site surveys at a cost of £6k from the Marple South & High Lane delegated ward budget.
- Not to progress with the scheme

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

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'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 - Marple District Centre

Report of the Director of Place Management

1. INTRODUCTION AND PURPOSE OF REPORT

1.1 This report details a desktop study of the parking availability around certain residential streets in Marple District Centre, following a petition from the residents for a Resident Parking Scheme.

2. BACKGROUND

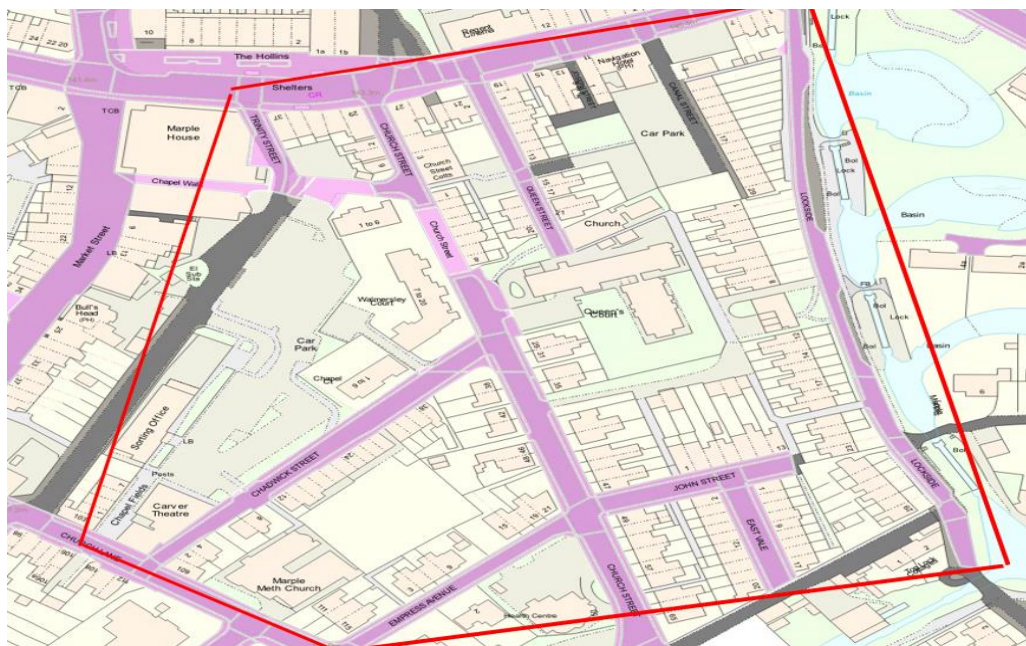
2.1. A petition containing support from Queen Street, Lockside, Chadwick Street, Empress Avenue, Church Street, East Vale, John Street, Trinity Street was submitted to the Council requesting Residents Only Parking due to ongoing problems experienced by residents.

2.2. Although some of the roads did not meet the required criteria of over 51% properties in agreement to pursuing a scheme, the average of all of those in agreement combined was 70%, therefore Network management agreed to progress to the desktop study.

3. DESKTOP STUDY DETAILS

3.1. The study details the existing parking availability/arrangements on the above streets as established through measurements and observations on Google Maps and our in-house mapping system QGIS.

3.2. The area covered in the study is as below:



3.3. Queen Street

- a. It is noted that 47% of properties signed the petition in agreement to the scheme.
- b. There are 15 residential properties on Queen Street, 4 on the westerly side and 11 on the easterly side. Due to the width of the carriageway, parking is limited to one side only leaving 55m of unrestricted kerb space. This can accommodate up to 9 parked vehicles.
- c. There is a private car park off Queen Street which appears to be used by the residents which can accommodate approx. 7 parked vehicles however, this cannot be included in the scheme.
- d. There are no private driveways on Queen Street however, there is a large dropped kerb leading to a private area where there has recently been a planning application submitted. The area is not currently used for access however, we cannot authorise parking there as the owner may request enforcement due to the dropped kerb. The planning application is for 3 dwellings which will likely increase vehicle ownership.
- e. There are 3 commercial premises on or close to Queen Street - Whiting & Mason Solicitors, Oriental Hut and a Food Bank, neither of which appear to have designated parking.

3.4. According to the 2021 census, car ownership in the area is 1.18 per property. The Department for Transport (DfT) projects vehicle ownership increases to be between 1% to 2% annually. A 1% yearly increase results in a 1.19 present ownership rate, with a 2% yearly increase equating to 1.20 present car ownership rate per property.

- a. There are 15 properties on Queen Street, multiplied by 1.19 (the lower DfT projection of annual car ownership) which equates to 17.85.
- b. It is therefore projected that 18 vehicles will require parking on this road.
- c. The available on street parking for 9 vehicles plus the private capacity car park represents a total of 16, however, 7 of those spaces cannot be counted within the scheme. Therefore there is insufficient parking space to accommodate the number of vehicles owned.

3.5. Lockside

- a. It is noted that 59% of properties signed the petition in agreement to the scheme.
- b. There are 29 residential properties on Lockside all of which are located on the westerly side. Due to the width of the carriageway, parking is limited to one side only leaving 112.5m of unrestricted kerb space. This can accommodate up to 19 parked vehicles.
- c. There are 2 properties with driveway access.
- d. There is a private carpark and garages at the rear of 9-11 Lockside which can accommodate approx. 7 vehicles which is presumably used by those residents.
- e. The Canal & River Trust is located at the top of Lockside.

3.6. According to the 2021 census, car ownership in the area is 1.18 per property. The Department for Transport (DfT) projects vehicle ownership increases to be between 1% to 2% annually. A 1% yearly increase results in a 1.19 present ownership rate, with a 2% yearly increase equating to 1.20 present car ownership rate per property.

- a. There are 29 properties on Lockside, multiplied by 1.19 (the lowest DfT projection of annual car ownership) which equates to 34.51.
- b. It is therefore projected that 35 vehicles will require parking on this road, minus 2 for the properties with driveways and 7 for the parking at the rear of 9-11 Lockside. This reduces the total to 26.
- c. The available on street parking for 19 vehicles is insufficient space for the number of vehicles owned.

3.7. Empress Avenue

- a. It is noted that 89% of properties signed the petition in agreement to the scheme.
- b. There are 9 residential properties on Empress Avenue, 8 on the westerly side and 1 on the easterly side. Due to the width of the carriageway, parking is limited to one side only leaving 55.5m of unrestricted kerb space. This can accommodate up to 9 parked vehicles.
- c. There are 3 properties with driveway access.
- d. There is a private car park which belongs to Marple Cottage Surgery, this can accommodate approx. 21 vehicles. However, this is private parking for patients only so cannot be counted within the scheme.

3.8. According to the 2021 census, car ownership in the area is 1.18 per property. The Department for Transport (DfT) projects vehicle ownership increases to be between 1% to 2% annually. A 1% yearly increase results in a 1.19 present ownership rate, with a 2% yearly increase equating to 1.20 present car ownership rate per property.

- a. There are 9 properties on Empress Avenue, multiplied by 1.19 (the lowest DfT projection of annual car ownership) which equates to 10.71.
- b. It is therefore projected that at least 11 vehicles will require parking on this road.
- c. The available on street parking of 9. If we subtract the number of properties with driveways this reduces the number of vehicles needing parking space to 8 which is less than the current vehicle ownership for this road.

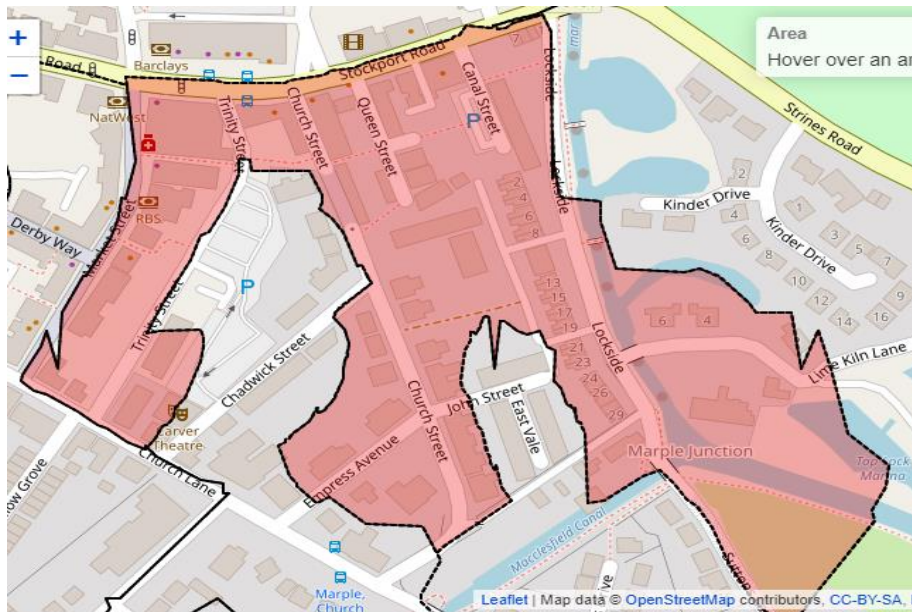
3.9. Church Street

- a. It is noted that 47% of properties signed the petition in agreement to the scheme.
- b. There are 75 residential properties (including flats) on Church Street, 45 on the easterly side and 29 on the westerly side. There is 82m of unrestricted kerb space on the easterly side and 62.8m of unrestricted kerb space on the westerly side. This can accommodate 24 parked vehicles.
- c. There are 7 properties with driveway access/off road parking.
- d. There are private car parks that belong to Queens Court and Walmersley Court which can accommodate approx. 14 vehicles. It should be considered that Queens Court is a supported living scheme, and we would therefore presume that the residents would not have their own vehicles.

3.10. According to the 2021 census, car ownership in the area is 1.18 per property. The Department for Transport (DfT) projects vehicle ownership increases to be between 1% to 2% annually. A 1% yearly increase results in a 1.19 present ownership rate, with a 2% yearly increase equating to 1.20 present car ownership rate per property.

- a. There are 75 properties on Church Street, multiplied by 1.19 (the lowest DfT projection of annual car ownership) which equates to 89.25.
- b. It is therefore projected that 89 vehicles will require parking. However, we must consider the parking at Walmersley Court and Queens Court which equates to 14 vehicles that would not require on street parking. There are also 7 properties with driveway access/off road parking which would reduce the number of vehicles requiring on street parking by a further 7. The number of vehicles needing parking space would be 68, therefore there is insufficient parking space to accommodate the number of vehicles owned.

3.11. Figure 1 – Map showing current car ownership at 1.18 per property



3.12. East Vale

- a. It is noted that 84% of properties signed the petition in agreement to the scheme.
- b. There are 19 properties on East Vale, 9 on the easterly side and 10 on the westerly side, with 70m of unrestricted kerb space. This can accommodate up to 12 parked vehicles.
- c. There are no dropped crossings.
- d. There are no other parking facilities.

3.13. According to the 2021 census, car ownership in the area is 1.18 per property. The Department for Transport (DfT) projects vehicle ownership increases to be between 1% to 2% annually. A 1% yearly increase results in a 1.22 present ownership rate, with a 2% yearly increase equating to 1.23 present car ownership rate per property

- a. There are 19 properties on East Vale, multiplied by 1.22 (the lowest DfT projection of annual car ownership) which equates to 23.18.
- b. It is therefore projected that at least 23 vehicles therefore there is not sufficient parking space to accommodate the number of vehicles.

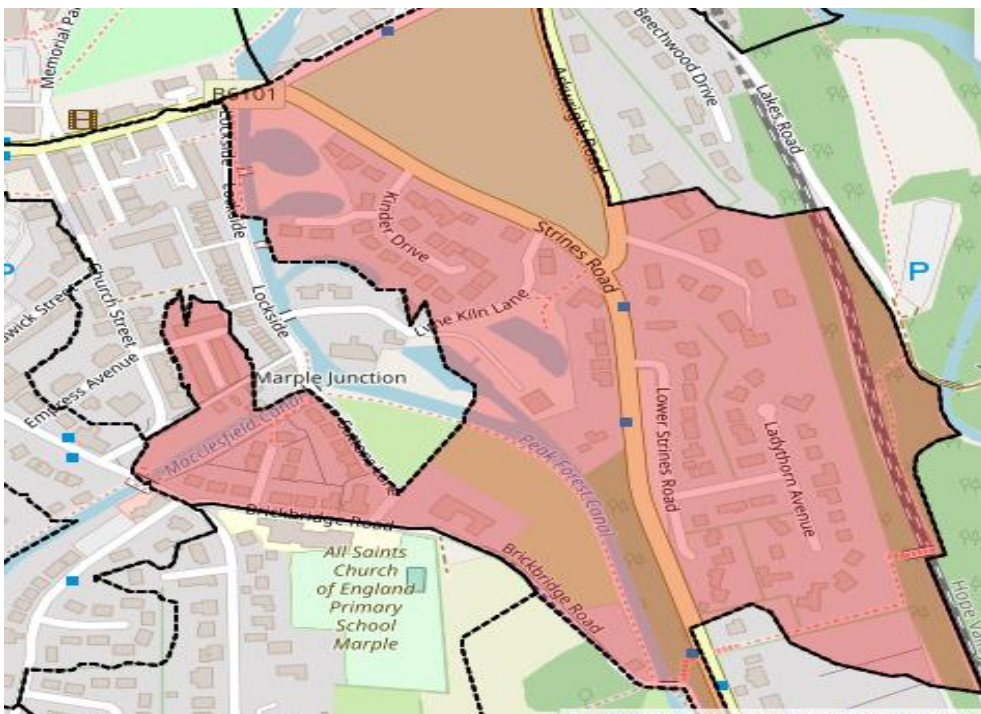
3.14. John Street

- a. It is noted that 100% of the properties signed the petition in agreement to the scheme.
- b. There are 7 properties on John Street all on the northerly side with 75m of unrestricted kerb space. This can accommodate up to 13 parked vehicles.
- c. There are 2 dropped crossings.
- d. At the rear of John Street there is a private access area which leads to parking facilities for some of the residents. There are approx. 4 garages belonging to properties on John Street together with some space to park an additional 4 vehicles.

3.15. According to the 2021 census, car ownership in the area is 1.18 per property. The Department for Transport (DfT) projects vehicle ownership increases to be between 1% to 2% annually. A 1% yearly increase results in a 1.22 present ownership rate, with a 2% yearly increase equating to 1.23 present car ownership rate per property

- a. There are 7 properties on John Street, multiplied by 1.22 (the lowest DfT projection of annual car ownership) which equates to 8.54.
- b. It is therefore projected that at least 9 vehicles will require parking, however, we should consider that there is available parking for approx. 8 vehicles at the rear of John Street, so the number of vehicles needing to park would be less than the current vehicle ownership for this road.

3.16. Figure 2 – Map showing current car ownership at 1.18 per property



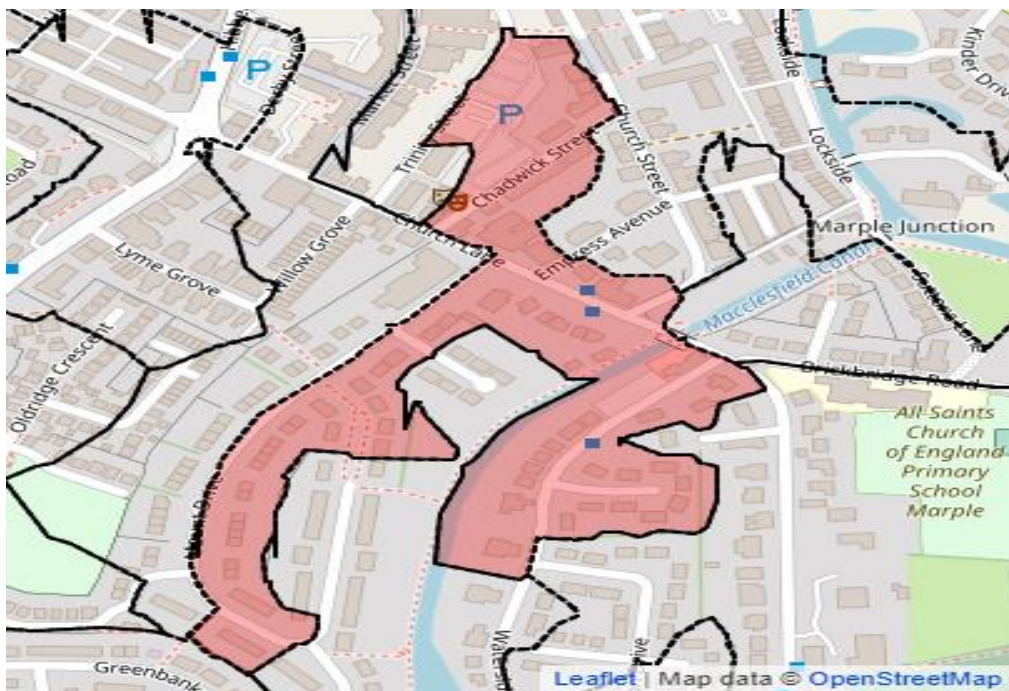
3.17. Chadwick Street

- a. It is noted that 63% of properties signed the petition in agreement to the scheme.
- b. There are 24 properties on Chadwick Street on the South-easterly side with 109m of unrestricted kerb space. This can accommodate up to 18 parked vehicles.
- c. There are 2 dropped crossings.
- d. There is private parking for Chapel Court of approx. 6 spaces.
- e. The Carver Theatre and Methodist Church are situated close by on Church Lane.

3.18. According to the 2021 census, car ownership in the area is 1.24 per property. The Department for Transport (DfT) projects vehicle ownership increases to be between 1% to 2% annually. A 1% yearly increase results in a 1.26 present ownership rate, with a 2% yearly increase equating to 1.27 present car ownership rate per property

- a. There are 24 properties on Chadwick Street multiplied by 1.26 (the lowest DfT projection of annual car ownership) which equates to 30.24
- b. It is therefore projected that at least 30 vehicles will require parking, subtracting the 6 spaces in the car park at Chapel Court would equate to 24 vehicles needing to park, so the number of vehicles needing to park would be just less than the current vehicle ownership for this road.

3.19. Figure 3 – Map showing current car ownership at 1.24 per property



3.20. Trinity Street

- a. There are no residential properties registered on Trinity Street.

3.21. Looking at all areas together where the predicted car ownership is 1.19, 1.22 and 1.26 respectively, we can calculate an average rate of 1.22 for all areas in question.

- a. There is a total of 262 properties in the areas who have requested the Resident Parking Scheme.
- b. Looking at the number of properties and multiplying by 1.22 (average area ownership rate) gives 319.64
- c. It is therefore projected that 320 vehicles would require parking in the area comprising of 7 streets. However, we can subtract current off-street parking in the form of car parks and off-road parking which would then equate to 282 vehicles requiring a parking space.
- e. The total available on street parking is calculated at 107
- f. There is, therefore, an overall area wide shortfall of 175 spaces.

3.22. Please note that the predicted ownership above is based on the lower average growth rate of 1% per annum.

- a. Looking at the higher predicted DfT growth rate of 2%, the average ownership rate for the area would still be 1.22 cars per property (average between 1.22, 1.19 and 1.27).
- b. In that case the numbers would be the same as above.
- c. Looking at the higher predicted ownership rate, on the assumption that all residents with cars work, current statistics show that approximately 12% work night shifts. This reduces the number of vehicles wanting to park during the night by 26 resulting in a night-time short fall of 149 spaces.
- d. Also based on the higher predicted rate, current statistics show a 75.5% workforce with 46.6% still working from home most of the time. So, we can assume that 213 vehicles are owned by workers (75.5% of 282), and of these, 97 belong to employed persons who work several days from home (46.6% of 213). This results in 99 vehicles which may require parking during the daytime, leaving 8 unoccupied on street spaces during the day.

3.23. Please note that visitor parking or residents above the shops as mentioned above have not been considered. Thus, the calculations above will be impacted more, reducing the amount of parking space available.

3.24. The available space for the public car parks around this area is as below:

Chadwick Street P&D
 95 Bays
 7 Disabled Bays
 4 Parent & Child Bays
 Regularly full/in demand.

Memorial Park P&D
 63 Bays
 6 Disabled Bays
 Regularly full/in demand

Derby Way P&D
 53 Bays
 5 Disabled Bays
 1 Parent & Child Bay
 Regularly more than half full

Townley Terrace
 30 Bays
 3 Disabled Bays
 Usually quiet, mainly used by residents.

3.25. It is the opinion of Network Management that most of the vehicles parked on street are owned by residents. We may find some visitors to the shopping centre parking on street, however, parking in the local car parks is very cheap so the probability of visitors not using them may be quite low. During the daytime there are 154 spaces, and this is assuming that vehicles are parking perfectly, optimising the road space, although we doubt this is the case.

3.26. 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. 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 available parking space shortfall bigger. The exact vehicle ownership numbers in the area can only be ascertained through a survey/parking questionnaire.

- 3.27. It is noted that a number of streets that have requested a new scheme, are already eligible for free permits to park on the district centre car parks of which there are currently 167 live permits. If the scheme were to progress to on street permits only, the facility to park on district car parks would be removed. Therefore, residences with more than one vehicle per household may struggle to find alternative parking due to there being insufficient kerb space for the current vehicle ownership. If we were to look at on street and car park permits within this scheme, this could have an impact on the district centre as visitors may not be able to park either in the car parks or on street which could be detrimental to local businesses.
- 3.28. With petitions received from residents on 7 streets it is clear that the area is experiencing some parking issues. However, from the desk top study, Network Management would recommend no further action as this may be a resident v resident issue, a case of parking demand exceeding supply. A resident parking scheme may not resolve residents parking in the area.
- 3.29. However, if Councillors prefer, a report can be submitted to the next Area Committee where we will be seeking funding of £6k 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.
- 3.30. 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. If this scheme were to progress to the next stage, a vehicle audit would be undertaken to determine who is parking on street. If the information shows that the majority of vehicles are owned by residents, the application would not meet the required criteria for a residential parking scheme.

4. FINANCIAL IMPLICATIONS

- 4.1. £6,000 to be funded from the Marple South & High Lane 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 for Place Management requests that the Marple Area Committee note the contents of the desktop study and consider the following options:

- To progress to consultation with residents and site surveys at a cost of £6k from the Marple South & High Lane delegated ward budget.
- Not to progress with the scheme

Background Papers

There are no background papers to this report.

Anyone wishing further information please contact Gemma Brady
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