

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Resident Parking Scheme - Diamond Street, Heaviley

Report to: (a) Stepping Hill Area Committee
2024

Date: Tuesday, 3 December

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 a section of Diamond Street, Heaviley following the receipt of a petition from residents requesting a Resident Parking Scheme.

Recommendation(s):

The Director of Place Management requests that the Stepping Hill Area Committee note the contents of the desk-top study and acknowledge the view of Network Management; it is clear that the area is experiencing parking issues. However, from the desk top study Network Management would recommend no further action as this is a resident versus resident issue as there is a shortfall of on street parking capacity for the number of residents on this section of Diamond Street.

Should the Area Committee not wish to accede to the above recommendation or believe there is an immediate need for the existing scheme on Diamond Street to be extended then funding to the amount of £4k will have to be made available from the Offerton Delegated Ward Budget to enable further investigation and consultation.

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: Graham O'Connor

'Urgent Business': (f) **YES / NO** (please circle)

Certification (if applicable)

Resident Parking Scheme - Diamond Street, Heaviley

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 a section of Diamond Street, Heaviley.

2. BACKGROUND

- 2.1. A petition containing support from 5 signatures from properties on Diamond Street, Heaviley (no's. 51 to 59) and 2 signatures on Regent Road, Heaviley (no's. 33 and 35) was submitted to the Council requesting an extension to the existing Resident Permit Parking scheme in Diamond Street, Heaviley owing to difficulties experienced by residents. Reported issues include vehicles being placed on the highway for sale, and the area used for parking to attend the nearby college. Local Councillors support the petition and therefore, a desk-top study has been carried out by Network Management.

3. DESKTOP STUDY DETAILS

- 3.1. This study details the existing parking availability/arrangements on Diamond Street, Heaviley, as established through measurements on Google Maps and our in-house mapping system QGIS.

3.2. Diamond Street, Heaviley

It is noted that:

- a) There is a total of 12 residential properties on Diamond Street. This can be described as 6 properties located between the junctions of Nangreave Road and Soudan Road, and 6 properties located between the junctions of Soudan Road and Regent Road. There is no through road from Diamond Street to Regent Road except for cycles.
- b) There is an existing chargeable residents permit parking scheme in place which can accommodate a total of 12 vehicles. The residents permit parking bays are situated on the western side of the carriageway between the junction of Nangreave Road and the junction of Soudan Road.
- c) There is a total of 6 properties on Diamond Street, 6 properties on Nangreave Road and 2 properties on Colonial Road which are eligible for permits in relation to the existing resident permit parking scheme. Eligible properties can apply for a maximum of 3 residents permits and 1 visitor permit. Parking Services have indicated that there are currently 5 active permits issued to eligible residents.
- d) The petition received by the Council is predominantly from the residents on Diamond Street who are situated to the south of the junction of Soudan Street

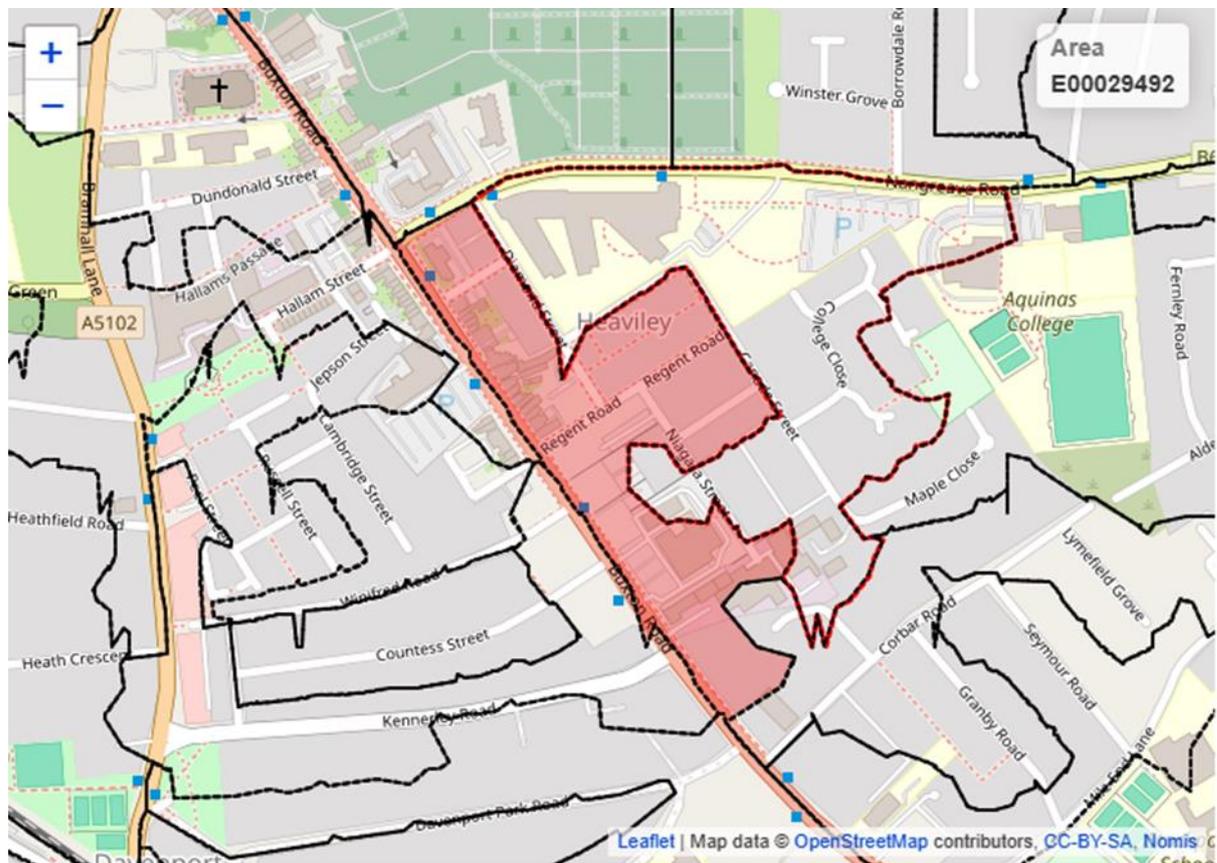
along with 2 signatures received from properties on Regent Street which are situated either side of the junction with Diamond Street.

- e) This desktop study is focused upon the space available for additional residents permit parking bays on the section of Diamond Street between the junctions of Soudan Road and Regent Road.
- f) There is an existing Traffic Regulation Order (Double Yellow Lines) at the junction of Soudan Road and Diamond Street which measures approximately 2 metres to provide junction protection. This is less than the 10 metre rule stated within Rule 243 of The Highway Code therefore, as part of any potential scheme the double yellow lines would need to be extended to 10 metres to comply with Rule 243 of the Highway Code which states: Do not stop or park opposite or within 10 metres of a junction.
- g) Taking Rule 243 into consideration, the eastern side of the carriageway from the junction of Soudan Road to the junction of Regent Road would be able to accommodate a total of 5 vehicles. It is noted that if the double yellow lines were reduced to 9 metres then 6 vehicles could be accommodated.
- h) There is no through route from Diamond Street onto Regent Road except for cycles so a space of 5 metres has been reserved for vehicles to manoeuvre/turn in this area. If a scheme was to progress it is recommended that additional measures are installed to keep this area clear of vehicles.
- i) Whilst on-site observations are not ordinarily carried out at this stage, Council Officers have conducted on-site observations on two occasions to ascertain the current level of parking. In the existing residents permit parking bays there was an average of 8 vehicles parked, and in the area where there are no residents permit parking there was an average of 10 vehicles parked. It was noted that vehicles were parked on both sides of the carriageway and due to its narrow width, motorists who were parked opposite properties no. 51-59 had 'bumped' up the kerb and parked partially obstructing the footway. Council Officers did not observe any vehicles parked for sale on the highway.

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% to 2% annually. Over the 3 years from the date of census, a 1% yearly increase results in a 1.03 present ownership rate, with a 2% yearly increase equating to 1.06 (or 1.1 when rounded up) present car ownership rate per property.

- a) There are 6 properties on this section of Diamond Street, multiplied by 1.1 (the higher DfT projection of annual car ownership rises since 2021) equals 6.6.
- b) It is therefore projected that at least 7 cars require parking on this section of Diamond Street.
- c) The available on-street parking on this section of Diamond Street represents a total of 5 vehicles. There is therefore a shortfall of 2 on-street spaces to current projections.

3.4 Figure 1 – Map showing area where car ownership projection is 1.1 per property.



3.5 Based on the higher predicted rate, current statics show a 75.5% workforce with 46.6% still working the majority from home. Therefore, we can assume 5 vehicles are owned by workers and of these, 2 belong to employed persons who work several days working from home. This results in 4 residents' vehicles requiring parking during the daytime thereby leaving 1 unoccupied on-street parking spaces during the day.

3.6 Please note that visitors parking has not been considered in any of the calculations. Thus, the above calculations will be impacted more, reducing the amount of parking space available.

3.7 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.

3.8 With a petition received from this section of Diamond Street requesting a residents only parking permit scheme, it is clear that the area is experiencing parking issues.

However, from the outcome of the desk top study Network Management would recommend no further action as there is a shortfall of on-street parking capacity for the number of residents on this section of Diamond Street.

3.9 Please 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.

3.10 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 access to off-road parking 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.

4. FINANCIAL IMPLICATIONS

4.1. This small section of Diamond Street could not be considered independently for a scheme. Should it be the case that members wish to progress further, Network Management would recommend that the existing Resident Permit Parking Scheme on Diamond Street be revoked and incorporated within one new scheme and that the existing yellow line parking restrictions be reviewed. The cost to progress with a scheme further at this location would be £4,000, to be funded from the Offerton 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 Stepping Hill Area Committee note the contents of the desk-top study and acknowledge the view of Network Management; it is clear that the area is experiencing parking issues. However, from the desk top study Network Management would recommend no further action as this is a resident versus resident issue as there is a shortfall of on street parking capacity for the number of residents on this section of Diamond Street.
- 6.2. Should the Area Committee not wish to accede to the above recommendation or believe there is an immediate need for the existing scheme on Diamond Street to be extended then funding to the amount of £4k will have to be made available from the Offerton Delegated Ward Budget to enable further investigation and consultation.

Background Papers

There are no background papers to this report.

Anyone wishing further information please contact Graham O'Connor on telephone number 0161 474 5057 or by email on graham.oconnor@stockport.gov.uk