

Manchester City Council Report for Resolution

Report to: Executive - 24 July 2019

Subject: Expansion of the Residents' Parking Zone around the Christie Hospital

Report of: Director of Highways
Strategic Director - Neighbourhoods

Summary

The purpose of this paper is to consider the proposal to introduce an extension to the existing residents parking scheme adjacent to the Christie Hospital.

Recommendations

Executive is asked to approve the design of an expanded residents parking scheme around the Christie.

Wards Affected: Old Moat, Withington, Didsbury East & Didsbury West

Financial Consequences - Revenue

As part of extending the existing residents parking scheme there will be a requirement to increase resources undertaking enforcement and this will be considered as part of designing the scheme to ensure enforcement activity can be undertaken as efficiently as possible.

The Christie have agreed to contribute c£0.6m S.106 monies towards the ongoing revenue costs of effectively enforcing within the proposed extended resident parking zone. The £0.6m will be drawn down on an annual basis to make up any shortfall in the costs of enforcement after the income from penalty charge notices has been offset in order to ensure there are no increased annual revenue costs to the City Council for enforcing the extended parking zone.

Financial Consequences - Capital

There is currently a budget of £355k included within the City Council capital programme for designing and implementing the proposed extension to the existing residents parking scheme. The Christie have agreed to provide £400k S106 monies to cover the costs of the new scheme in order to ensure there are no additional financial implications for the City Council.

Contact Officers:

Name: Steve Robinson
Position: Director of Operations (Highways)
Telephone: 07989 148203
E-mail: steve.robinson@manchester.gov.uk

Name: Ian Halton
Position: Head of Design, Commissioning & PMO
Telephone: 07966 594096
E-mail: ian.halton@manchester.gov.uk

Background documents (available for public inspection):

None

1.0 Introduction

- 1.1 Residents' parking schemes were first introduced in the city almost 20 years ago. Since then eight of these schemes have been introduced to reduce the impact that commuter and other non-residential parking has on residential areas. These schemes have been introduced in many different areas, all with their own unique set of issues and problems. As such, whilst all schemes are similar in the way they operate, they are all to some extent bespoke with individual characteristics defining the way they are managed and administered.
- 1.2 The growth of the city's economy and increased levels of car ownership and use in general, combined with the proposed expansion of the Christie's infrastructure specifically, continues to put pressure on the availability of parking for residents, particularly, but not exclusively, in the area surrounding the Christie. This proposal promotes the need for an expansion of the existing residents parking scheme around the Christie.

2.0 Background

- 2.1 The Christie is the largest single site cancer centre in Europe and is currently undergoing expansion of the medical facilities it provides.
- 2.2 On the 11th January 2018, MCC Planning and Highways Committee resolved to approve the planning application for a Tiered Car Park (Ref: 117847/FO/2017). This will provide eight levels of decked parking and reconfiguration of the surface level car park following demolition of two existing buildings.
- 2.3 Part of the approval for the application included signing a Section 106 (of The 1990 Town & Country Planning Act) legal agreement to provide the necessary funding for the City Council to design, implement and then fund the on-going enforcement, maintenance and administration costs of an expansion to the existing Controlled Parking Zone (CPZ).
- 2.4 Consequently £1m S.106 funding has been secured from the Christie to implement the scheme and to contribute to the on-going revenue costs for enforcement of the scheme.
- 2.5 The existing CPZ was implemented in 2015 and has proved to be largely successful in addressing the impact of external parking on the surrounding residential areas. However, it has caused significant displaced parking issues in the wider neighbourhood and with the on-going expansion, staff and visitor numbers are forecast to increase further in the future. The extension to the current CPZ seeks to address that issue.

3.0 Outline Scheme Proposals

- 3.1 The proposed expansion area is shown in Drawing No. A3/209887H/Con Rev B, which is appended to this report.

- 3.2 The expansion area takes into consideration the areas requested by local ward members identified as a consequence of resident complaints and feedback associated with non-residential parking due to the development of the Christie.
- 3.3 The existing scheme operates Monday – Friday, 8am – 6pm and consists of a mixture of residents' only parking bays, "past this point" residents' parking streets and Limited Waiting for up to 3 hours with an exemption for residents with permits. All other areas within residential streets are subject to no waiting at any time restrictions. Arterial routes have a selection of waiting and loading restrictions.
- 3.4 The expanded scheme will consist of the same restriction types.
- 3.5 We will consult with residents within the existing resident's parking area by a questionnaire in order for any improvements to the scheme to be identified. We will also consult with residents within the expanded area via a questionnaire and in accordance with the following procedure.
- 3.6 The programme for a resident parking scheme includes three consultation stages.

Stage 1: Questionnaire which seeks to identify the appetite for a residents' parking scheme in the identified expansion area and inform how it should operate.

Stage 2: Should a scheme receive a positive response based on the questionnaire feedback, initial proposals will be drawn up and then circulated to members and residents as part of the second stage of consultation.

Stage 3: Where appropriate, amendments are made based on Stage 2 feedback before the design is finalised and subject to Delegated Powers approval by The Executive Member for Environment and advertised on street and in the local paper. The third consultation stage is the statutory consultation where formal objections can be considered.

3.7 Stage 1 consultation: Questionnaire

All residents within the identified area (black line boundary) will receive a questionnaire. Residents within the existing RPZ (hatched area) will be asked whether there are any improvements that they feel should be considered to the existing scheme. Residents within the proposed expansion area will be asked how they feel about parking on their street and crucially whether they would support the introduction of parking restrictions designed to deter commuters and visitors from parking on local roads.

- 3.8 In those areas where there is not significant opposition to the principle of parking restrictions being introduced, the information gathered from the surveys will be used to as intelligence to assist in the design proposals.

3.9 Stage 2 consultation: Scheme design

Following the feedback received from the questionnaires a scheme will be designed. The designs will be shared with Local Members prior to the second stage consultation of residents. Residents will then be consulted on the design for further comments. Feedback received as part of this consultation will be considered and if appropriate changes made to the design before it is finalised and subject to Delegated Approval and statutory consultation (Stage 3).

4.0 Conclusion

4.1 The Council is fully committed to mitigating the impact that commuter and other non-residential parking has on residential areas as far as possible. This proposal has been developed in accordance with the principles of the Residents Parking Report approved by the Executive on 12 September 2018.

5.0 Recommendations

5.1 The recommendation is set out at the beginning of the report.